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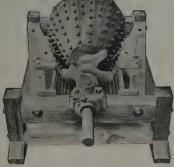
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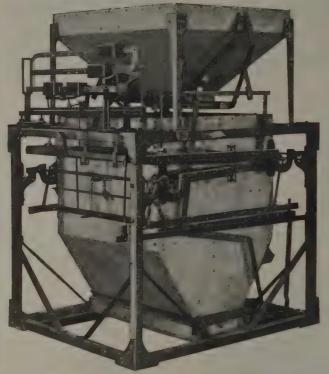
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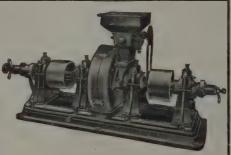
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# For Sale



For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

The cost for advertising is 15c per line



ROBINSON'S CIPHER CODE (Revised)

Built to do the work and tested by three years hard usage-Order one-Write for testimonials.

FRED FRIEDLINE

THE TEMPLE, Southwest Cor. La Salle and Monroe Sts., CHICAGO Capital, \$1,500,000. Surplus, \$300,000

Approved by Chicago Board of Trade as Margin Depository

We are prepared to give the most prompt, careful and courteous personal attention to our cus-tomers with a view to increasing their number. We invite correspondence or a personal interview with the representatives of Banks, Corporations, Firms and Individuals. DAVID R. FORGAN, Pres.

DIRECTORS: ALFRED L. BAKER, of Altred L. Baker & Co.; AMBROSE CRAMER, Trustee Henry J. Willing Estate; EDWARD F. CARRY, Vice Fres. American Car & Foundry Co.; E. G. EBERHART, Vice Fres. and Gen! Mgr. Mishawaka Woolen Mgr. Co., Melbawaka; Id.; A. B. Dick Co., STANLEY FIELD, of Marshall Field & Co.; DAVID R. FORGAN, Pres. F. F. PEABODY, of Cluett, Peabody & Co.; JOSEPH SCHAFF. NER, of Hart, Schaffner & Maxx. JOHR E. WILLER, of Wilder & Co.; JOYUR E. C.; LUETT, C. C. C. LUETT, PEABODY & Co.; JOSEPH SCHAFF. L. H. GRIMME, Assistant Cashier; A. ORANDALIA, Assistant Cashier; A. O. CRANDALIA, Assistant Cashier.

### HE REASON

most elevator men do not install a car puller is because of the cost. We have solved this problem by designing the machine to pull from one to three cars which we can sell for \$36.00. Send us the amount and see how quickly we can



ship you one. You will be surprised with the work this machine will do. If not satisfactory return it and we will refund your money and any money you have paid for freight. Remember we guarantee it to pull three cars.

BURRELL MFG. CO., 251 South Jefferson Street, CHICAGO

### ANCHOR-DUPLEX BELTING



### What It Is:--

Anchor Duplex Stitched Cotton Belting is made by a process of multiple weaving, from a Special Solid Woven Cotton strand of Long

Staple Yarn. Two pieces thus multiple woven are cemented together with a powerful adhesive compound which forms a film in the center, giving it flexibility and life, which are absolute essentials in a perfect belt.

Every thread is a strain bearing one; the treatment in process renders the belt absolutely waterproof, and prevents it from becoming stiff and hard when subjected to extreme heat or cold.

It will stretch less than any other belt made and is the only cotton belt on the market which will replace

rubber and leather. Especially adapted for conveying and bucket belts, as well as power transmission.

ATLAS BELTING COMPANY, Sole 15

152 Lake St., Chicago, III. Factory: Buchanan, Mich.



### Power Car Loaders for Elevators.

IF YOU WANT THE BEST CAR LOADER

Write

The Ideal Car Loader Co. ALLENVILLE, ILL.

### You Want The Best

then put in a

GEM AUTOMATIC CAR LOADER



Pat. July 23, 1906

Will not crack or break grain. Will air dry your grain. Less horse power. Loads evenly and fills the car.

### The Groves Grain Loader Co.

Hartford City, Ind.

### YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

### WAGON LOAD GRAIN TABLES Eleventh Edition

Clark's Grain Tables for reducing wagon load weights to bushels are designed to facilitate the work of country grain buyers in reducing pounds to bushels, and in checking such reducing, so well as to prevent and detect errors in work of this character.

It contains afteen grain tables and a freight table and a freight drift in the service of the country of the cou

Price with marginal index 50 CENTS.

GRAIN DEALERS JOURNAL 255 La Salle Street ( ): Chicago, Ill.

#### The Daisy Car Loader Loads all kinds of GRAIN 3



The grain entering hopper of loader falls on inner surface of a drum, which carries it once around against a deflecting plate, the centrifugal force being sufficient to drive grain through a pair of dividing spouts, loading both ends of the car to the roof. During the process of circulation the grain is being cleaned and polished. Damp and musty oats are separated and cleaned before entering the car, which gives you a better grading. Price on No. 1 loader, capacity 25 to 35 bus. per minute, \$40.00; No 2. capacity 25 to 35 bus. per minute, \$40.00; No 2. capacity 25 to 35 bus. per minute, \$40.00; No 2. capacity 25 to 35 bus. per minute, \$40.00; No 2. capacity 25 to 35 bus. per minute, \$40.00; No 2. capacity 25 to 35 bus. per minute, \$40.00; No 2. capacity 25 to 35 bus. per minute, \$40.00; No 2. capacity 25 to 35 bus. per Mid. by Wall 100.00 Prices on application.

Mfd. by Welge Q Lilly Maroa, III.

MAROA MFG. CO. Maroa III.

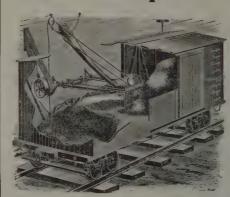
Gentlemen:—The No. 16 loader that I purchased from you is all that you claim it to be. It don't break corn like some loaders do, puts all the fine stuff in the grain even over the car, not dropping it at the doors as some do and you can load as much in a day as you want to with very little power.

Yours truly, WILBERT HAWKINS.

The above tells its own say that if you have doubts about any part of the above being true ask us to send you one on trial. We will do so gladly and let you be the judge as to whether it suits you or not.

MAROA MFG. CO. Maroa, Illinois.

### The Champion Car Loader



Will fill each end of the car at the same time.

Has a capacity of 6,000 to 9,000 bushels per hour.

A perfect success.

Write the inventor and pioneer manufacturer of the rotary car loaders, for full particulars.

Manufactured by

### E. BAUDER

E. H. REYNOLDS

STERLING, ILL.

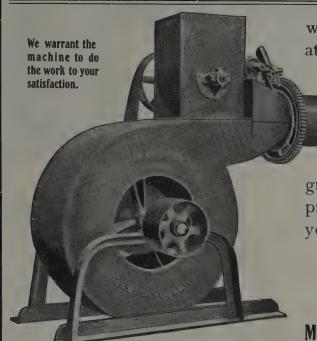
### **Grain Dealers' Scale Tickets**

This scale book contains 100 pages 8x111/2 inches. Each page This scale book contains 100 pages \$x11½ inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net. bushels. pounds, Price, Dollars and Fees. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

\*\*Rook No. 51, Price 75 Cents.\*\* Address\*\*

255 LaSalle Street, Chicago, Ill. GRAIN DEALERS COMPANY,

### COMBINED GRAIN CLEANER AND PNEUMATIC CAR LOADER



will clean and load your grain at the same time. The con-

> veying is done by compressed air: cannot possibly crack or mill it. The

grain is subjected to a heavy pressure of air every minute you are loading.

Circleville, Ohio, March 16, 1907.

MATTOON GRAIN CONVEYOR CO.

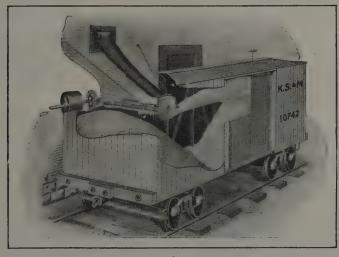
Replying to yours of the 13th, will state that we are very much pleased with our LOADER, and will state that you need not hesitate in communicating our address to anyone in regards to reference.

With best wishes we remain, Yours very truly, C. E. GROCE.

FOR DESCRIPTIVE CIRCULARS AND PRICES, WRITE

Mattoon Grain Conveyor Co., Mattoon, III.

### AUTOMATIC ROTARY CAR LOADER



UR Automatic Rotary Car Loader is the best on the market. The grain is discharged from both ends at the same time diagonally into the center of the car at a point near the roof, loading the car to its utmost capacity. One man quickly and easily places the loader in position. It requires but 3 H. P. to operate. Capacity from 30 to 50 bushels per minute. Can be used at one or more loading places as desired.

Complete machine, including countershaft with tight and loose pulley . \$55.00 Each and Every Machine Fully Guaranteed. Patented Feb. 21, 1899.

Sent on Trial. .. Get Our Catalog.

"Car Loader does its work well and has paid for itself in improvement in grain." MARTIN & HILL, spect."
Dousman, Wis. Jan. 31, 1906. Oct. 2, 1905.

"The Rotary Loader arrived a few days ago, have tried it and found it O K in every respect."

E. F. SCHROEDER,

JOHN J. WA E. F. SCHROEDER, Crown Point, Ind. Feb. 14, 1906. Riga, M

"The Car Loader works to perfection,

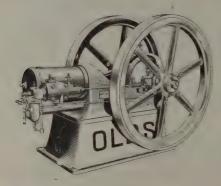
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SKILLIN @ RICHARDS MFG. CO., CHICAGOS EVERYTHING FOR YOUR ELEVATOR

### POWER FOR GRAIN ELEVATORS.







# **ENGINES**

"Best by Every Test"

U. S.Gov't Report.

"It's as simple as it looks,"

For 25 years the standard. Up-to-date, designed by engineers and built by mechanics who have had years of experience in the business, built throughout in the most complete modern factory. Every part inspected and tested. Every complete engine is run and tested three times by different men, so we know they are perfect before they leave the shop.

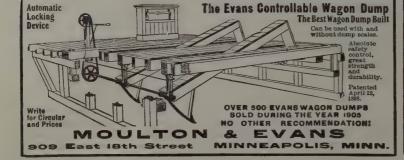
We make nothing else but engines and devote our entire energies to producing the very best in this one line.

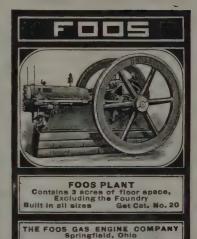
Send for information on our Type G Engines, 8 to 50 h. p. We build engines from 3 to 50 h. p. for all sorts of stationary and farm power.

Tell us your requirements and we will help you figure out what you need. Send for catalog.

### OLDS GAS POWER COMPANY

956 Chestnut Street, LANSING, MICH.





### Grain Register

No. 12 AA.

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 84 x 14 inches and at top of the it columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contains spaces for records of 4,000 loads. The book is well printed and ruled on Stering ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

For Sale by

GRAIN DEALERS COMPANY, 255 La Salle St., CHICAGO, ILL.

### SALES SHIPMENTS and RETURNS BOOK

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½ x 16¾ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the colum headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car No. and Initial, our Weights, In Bushels, Grade, Route, Rate, Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

Price, \$2.00

GRAIN DEALERS JOURNAL 255 La Salle Street, Chicago.

### **HOWE SCALES** and HOWE ENGINES



insure correct weights and a reli. able and dependable

Your business demands these. WHY NOT GET THE BEST?



### The HOWE SCALE CO. of III. CHICAGO

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### CALLAHAN GASOLINE ENGINES



Grain Elevator Machinery and Supplies

C. D. Holbrook & Co.

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Operators of gasolice engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

books of great assistance.

The Practical Gas Engineer, by E.
W. Longanecker, M. D., Price, \$1.00.

The Gas and Gasoline Engine, by
Norman & Hubbard, Price, \$1.00.

The Gas Engine Handbook, by E. W.
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Gas Engine Troubles and Remedies,
by Albert Stritmatter, Price, \$1.00.

Plain Gas Engine Sense, by E. L. Osborne, Price, \$1.00.

For any of the above address,

Grain Dealers Journal
255 La Salle Street, Chicago, Illinois

### OTTO ENGINES

### Profits may be Increased

in any manufacturing business by installing the right kind of a power plant. "Otto" Engines, whether Gas, Gasoline or Alcohol, are at once economical and dependable but the "Otto" Suction Gas Producer cuts the cost of power down to the minimum. Nearly 100 successful plants as references.

"Otto" Producers Work. "Otto" promises and guarantees are made good.



OTTO GAS ENGINE WORKS, Phila, Pa. STANDARD OF THE WORLD



### FAIRBANKS-MORSE

Gas, Gasoline, Kerosene or Alcohol

#### ENGINES

are the cheapest and most reliable power for elevator or mill.

By using them one man can often run the whole elevator.

Ask for Catalog No. EV 550

### Fairbanks Scales

The Peavey Elevator Co. have completely equipped their new elevator at Duluth, Minn., with Fairbanks scales. Send for Catalog No. 550 SC.

Fairbanks, Morse & Co.

Franklin and Monroe Sts. CHICAGO, ILL.

**AUTOMATIC** TRACK HOPPER WAGON PLATFORM COUNTER

SCALES SCALES SCALES SCALES SCALES



### Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

### Grain Dealers Journal

255 La Salle Street,

CHICAGO, ILL.

## O IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

### American Machinery & Construction Co.

103 W. Water St., MILWAUKEE, WIS. DESIGNERS AND CONTRACTORS OF

#### **GRAIN ELEVATORS**

Plans, Specifications and Estimates furnished on short notice. Grain Elevator Machinery and Sup-plies carried in stock ready for immediate delivery.

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#### GRAIN ELEVATORS

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Frankfort, Ind

Dec. 4th, 1905. NORTHERN GRAIN Co., Cedar Rapids, Ia.

Your letter of the 2nd inst. is at hand asking information relative to Mr. J. C. Spangler, of Gowrie, Iowa. We wish to state that Mr. Spangler has built several elevators for us as well as to do considerable repair work, and we take pleasure in stating that his work has been entirely satisfactory and can heartily recommend him to you as being a careful, conscientious, and first-class workman, and can assure you that you will make no mistake in engaging him for any elevator work you may have Yours very truly,

SLEEPY EYE MILLING CO

### GRAIN FLEVATORS

TERMINAL AND COUNTRY IN ANY STYLE OR CAPACITY



L. O. HICKOK

DESIGNER AND BUILDER

210 FLOUR EXCHANGE

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### OLSON BROTHERS & CO. **ENGINEERS AND CONTRACTORS**

Grain Elevators, Flour Mills and Complete Plants for Handling Coal, Sand, Gravel, Ores, Ashes, Etc.

Phone Monroe 1614

160-162 N. Sangamon St.

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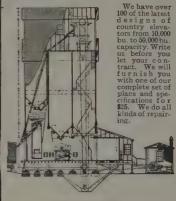
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Contractors and Builders of

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Plans and Specifications a Specialty

CORRESPONDENCE' SOLICITED

CONTRACTS WANTED

Write for Plans and Estimates

FRED FRIEDLINE - CHICAGO

253-261 LA SALLE STREET

#### Vest Pocket Grain Tables

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size 2% x 8% in. Printed in 2 colors. Price 50 Cents.

GRAIN DEALERS JOURNAL. CHICAGO, ILL.

### Robinson's Telegraphic Cipher Code (Revised)

Is more extensively used by **Grain and Provision Dealers** 

than all other codes combined. It is compact, small and can be easily carried in the pocket. Get the latest edition; by using it your messages will be understood, you will save time and

expc. sc.
Price, leather, gift edges, \$2.00; cloth bind\$1.50. Your name in giltletters on front cover
25 cents extra.

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CHARLES E. NEWELL,

CONTRACTOR DESIGNER BUILDER

Do not ask me if I can build your elevator right, ask the people for whom I build them.

Do not ask the people for whom I build elevators for plans and specifications. Ask me.

Here it is without asking.

To Whom it may Concern:

Alburnett, Ia., April 27, 1907.

Alburnett, Ia., April 27, 1907.
This is to certify that Mr. Chas. E. Newell has completed an elevator for us under contract and we consider that he has given us a first class job and anyone wishing an elevator in our opinion will make no mistake in giving him their contract. The above statement is our exact feeling in the matter and we feel duty bound towards Mr. Chas. E. Newell, for making same from the first class job we received.

Yours,
(Signed)
G. B. GITCHELL & SON,

I have some new designs that will interest you

315 S- First St., Cedar Rapids, Iowa Branch Office, Walker, Iowa



7 Corn Exchange

MINNEAPOLIS. MINN.

#### REDUCE YOUR EXPENSE

bill, by having an Elevator that does the work. I build and re-model grain Elevators. Write for plans and prices.

R. M. VAN NESS

Fairbury, Neb.

### T. E. IBBERSON

Designer and Builder of **GRAIN ELEVATORS** 

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CONCRETE ELEVATORS

LAST FOR ALL TIME

NO DECAY NO RATS

Costs but little more than a first-class frame house. Write at once.

WM. W. LOCKWOOD, WINFIELD, KANSAS

NO INSURANCE

NOFIRES NO SWEATING

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All Kinds of Machinery Furnished Estimates Made Bassett Building, Oklahoma City, Okla.

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45 Board of Trade, :: Indianapolis, Ind.

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OF GRAIN ELEVATORS Estimates furnished on application

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### W. H. Cramer

Designer and Builder of modern Grain Elevators. Satisfaction Guaranteed

ST. PAUL

**NEBRASKA** 

# CONTRACTOR Grain levators.

Especially Designed for Economy of Operation and Maintenance LINCOLN. NEB.

### Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

### NOTICE!

After May 1st, I will be in Enid, Okla., and will be in shape to give you good price on anything in the line of Elevators or Mill Work, hope to be in shape to serve all of my old customers.

> C. A. LOWE, Gage, Okla.

Elevator Contractors and Builders of Grain and Rice Elevators

Rowe & Nubson Co. Clarksville and Kensett 10WA

M. ROWE, Clarksville, Iowa O. A. NUBSON, Kensett, Iowa Correspondence Invited

#### T. F. COSTELLO

Contractor and Builder of

Grain Elevators and Warehouses

Scale and Elevator Repairing a Specialty.

2519 Dupont Ave. No. Minneapolis

### The Gas and Gasoline Engine and Its Age

Is a practical hand book of questions and answers on difficult problems, which may arise in the care and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

It is well bound in cloth covers, printed on book paper and of convenient size. Profusely illustrated. Price, \$1.00.

GRAIN DEALERS JOURNAL,

255 La Salle St., Chicago, Ill.

#### A Fire Proof Grain Store House

will repay its cost in reduced cost of insurance in a few years. Write for particulars. . . . . . . . .

GRAIN STORAGE CONSTRUCTION CO. BUFFALO, N. Y.

Wheat Tables

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 pounds each.

In addition to the regular reduction table, 4 dockare tables, and 5 ib. dockage are given. Also a table for reducing any quantity up to 4,000 type or shelled corn up to 4,000 ibs. to bushels of 56 ibs.

Printed in two colors on heavy bristoi board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

SAMN DEALERS CO., 255 La Salle Street, Chicago, Ill.

### Steel Tanks for Grain Storage

Jos. F. Wangler Boiler & Sheet Iron Works Co.

1535-1537 North Ninth St., St. Louis, Mo.



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### YOUNGLOVE

build your Elevators than WISH you had.

Write for copy of our latest unique series of plans.

### Younglove Construction Co.

Offices: 303-304 Adams Block Mason City, Iowa

#### ADDRESS CAPACITY NAME 30,000 bu. Farmers Co-operative Co., Armstrong, Iowa Balaton Farmers Co-operative Co., Balaton, Minn. 35.000 " Breda Grain Co.. Breda, lowa 30,000 " Centerville Milling Co., 25,000 " Centerville, S. D. (Terminal El.) Suffern-Hunt Starch Co., 150,000 " Decatur, III. 30.000 " J. P. Coffey, Ellsworth, Minn. A. N. Barber. Esmond, S. D. 30.000 " Farmers Co-operative Grain Co., Fairview, S. D. 30.000 " Homer Ryan & Co., Florence, S. D. 30,000 "

### WE AIM TO PLEASE OUR CUSTOMERS

Placing sufficient foundations to sustain necessary weight.

Arrangement of elevator **best** adapted for the rapid and economical handling of grain.

### Proof that we Have and DO please our patrons.

Note list of Elevator Owners who thought it "Better to have **YOUNGLOVE** build their Elevators" in **1906.** Write them.

NAME	ADDRESS	CAPACITY
Farmers Elevator & Supply Co.,	Goodwin, S. D.	30,000 bu.
Hudson Lumber Co.,	Hudson, Iowa	25,000 "
The Edmonds Londergan Co.,	Marcus, Iowa	15,000 "
B. M. Stoddard & Son.	Oswego, Iowa	25,000 "
J. H. Charleton, (Corn Storage and Shelling Plant)	Rolfe, lowa	30,000 "
So. Dakota Farmers Elevator Co.,	Randolph, S. D.	30.000 "
So. Dakota Farmers Elevator Co	Stratford, S. D.	30,000 "
O. J. Aakers.	Stickney, S. D.	20,000 "
Cavers-Von Dorn Elevator Co.,	Omaha, Neb.	50,000 "

REBUILT, INSTALLED NEW MACHINERY, ETC.

H. A. Hillmer & Co., Dakota, III.

W. A. Bryant & Sons Co., Greene, Iowa.

TOTAL.....

Farmers Elevator Co., Gilman, Iowa.

H. J. Klemme, Meservey, Iowa

Renwick Farmers Exchange Co., Renwick, Iowa.

### Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success—we do it.

### **Wm. Graver Tank Works**

EAST CHICAGO, IND.

### IF YOU WANT A GOOD ELEVATOR

LET

### L. BUEGE

306 Boston Block, Minneapolis, Minn.

**BUILD IT FOR YOU** 

### SQUARE BIN FIRE PROOF ELEVATORS

A SPECIALTY.

BRICK OR TILE.
We also have facilities for building modern country elevators quickly.

G. T. HONSTAIN
518 Corn Exchange
MINNEAPOLIS, MINN

### THE SECKNER COMPANY

745 POSTAL TELEGRAPH BUILDING

A NYBODY can build a cob house, thousands can build barns, only those with years of experience and scientific knowledge of the business can

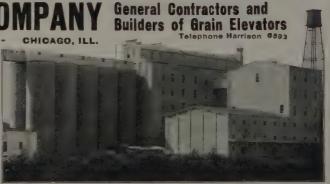
#### SUCCESSFULLY BUILD ELEVATORS

When you employ the Seckner Co. you get experience. It will

#### PAY YOU

to tell the Seckner Co, about the **improvements** you expect to make or what kind of an Elevator you are going to build. Get its

MODERN IDEAS about CONCRETE ELEVATORS.



### GRAIN ELEVATOR

Designing and Construction Made a specialty

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DESIGNERS AND BUILDERS OF **GRAIN ELEVATORS** 

Monadnock Bldg. CHICAGO, ILL

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**ELEVATOR BUILDERS 623 THE TEMPLE** 

Plans and Specifications a Specialty.

CHICAGO



On account of increased business we have removed our offices to 1139 and 1140 Stock Exchang Bldg., 108 La Salle St., where we are in better shape than ever to serve our friends and customers

Write Us for Plans and Estimates

BURRELL ENGINEERING & CONSTRUCTION CO., CHICAGO



# Minneapolis Steel and Machinery Go.

# FIFVATO

We Design and Fabricate the Complete Plant—Erect the Steel—Install the Machinery. Write for our New Booklet Q.

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### JAMES STEWART & CO.

Contractors

Designers and builders of Grain Elevators in all parts of the world

Steel, Brick, Wood, Concrete, Tile

**GRAIN ELEVATOR DEPARTMENT** CHICAGO

1811 FISHER BUILDING

W. R. SINKS, Mgr.

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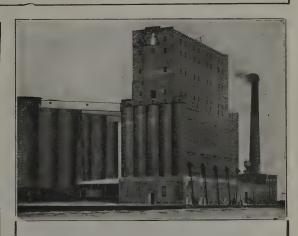
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Is the mill for the man who wants best results at least expense. A thorough test will always prove the "Northway" top-motches among Feed Mills

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Carrying everything worth having in this line and having a universal reputation for dependable QUALITY and lower-than-most prices

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### **Flexible Loading Spouts**



for elevators, having little fall from shipping bin to cars. Sizes to suit all conditions.

Write for prices.

THE DICKSON CO., Peoria, III.

| We Are Large Manufacturers of | Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

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and clean grain can only be had when proper screens are used in connection with an absolutely controlled air current. When this combination is worked into a machine that requires little power, you have a cleaner that is a money earner and a money saver. The STANDARD line of cleaners embody the above. All STANDARD cleaners are simple, durable and reliable, thoroughly clean all varieties of grain, seed, beans, peas, etc., and sell at a reasonable price. Get our catalog, it will pay you.



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for elevator machinery and supplies will be placed with us, if you want good goods, prompt shipment, and above all prices that are in keeping with their quality.

Send your bill of material for us to estimate, we want to show you that we are after your order.

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Prevents grain mixing in distribution.

Automatically signals when bin is full or spout clogged.

Permits using all bins to full capacity.

Prevents chokes in back leg. Operates entirely from lower floor. Drudgery made pastime.

No repairs required.

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It makes chokes with grain absolutely impossible, thereby removing all the trouble, disaster and expense incident thereto.

Incidentally every cup fills heaping full, utilizing their full carrying capacity, thereby doubling the amount daily elevated, without care, attention or anxiety. Pay for themselves in work accomplished in 30 days.

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is the cheapest-it will give satisfaction at all times, and can be depended upon when wanted most

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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Bollers, Gaso-line Engines, Belting, Backets, Con-veyors or any other elevator mach-inery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

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Is designed especially for the use of country shippers Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped. It contains 160 pages of Record Linen Ledger Paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car. No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Frice, Amount, Freight, Other Charges, Remarks.

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### A No. 4 Superior Will Do It

Have you sent for our complete catalogue telling all about our line of CLEANERS? If not, you don't know what a complete line of machines we are manufacturing for every purpose. Write for it today. Our line will please you and our prices cannot fail to please you. Address,

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IS A GOOD INVESTMENT FROM START TO FINISH

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# Why?

is a certain machine better than some other machine?

**THAT** is what you want to know, isn't it?

**THAT** is what our new descriptive circular tells.

It explains our Rotating Corn Cleaner in every detail.

Send for it, read it carefully and you will buy a **BEALL** cleaner if you buy any at all.

Send NOW.

The Beall Improvements Co.
Decatur, Illinois

### IF YOU HANDLE CLOVER SEED

that contains buckhorn, plantain, pepper grass and other foul weed seeds, we have a machine which it will pay you to investigate. We are making a Cleaner, in many respects like our popular No. 16, that is giving splendid results in handling

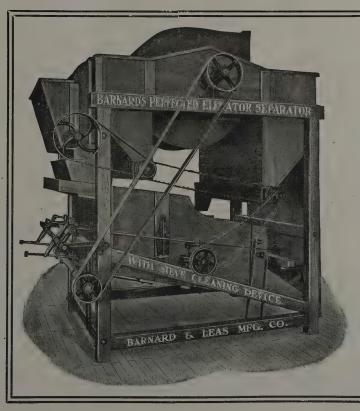
extremely dirty lots of seed and also tailings from larger machines. This machine requires very little space or power; and no dust spout connections, being equipped with a dust sack for taking care of the dust from fan. It is so arranged that the cleaned seed passes in full view of the operator which enables him to see at any time just what the machine is doing. This Cleaner will pay

for itself in a short time reclaiming bad lots of seed and screenings. It will handle any kind of field seeds and give the best kind of results. We are not pretending to do miracles. We cannot take all of the buckhorn out of clover; just the same, we think the work the machine will do would surprise you. If you are interested in the work described we shall gladly give you full particulars and prices.



A. T. FERRELL & CO.

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### Barnard's Perfected Warehouse and Elevator Separator

With Sieve Cleaning Device

#### It Works Underneath the Sieves

The Sieve Cleaning Device on Barnard's Perfected Separator works underneath the sieves. Thus it lifts the trash out of the holes and causes it to tail over instead of assisting it to pass through w th the grain. This results in keeping the sieves perfectly clean at all times and insures positive and uniform work.

Consequently the separator is entirely automatic and requires almost no attention.

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The Air Separations are also most efficient and under full control of the operator at all times.

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GRAIN ELEVATOR in splendid location. 3 lots. Price \$3,000. Address G. W. Ranson, Havana, Ill.

ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

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GRAIN AND COAL BUSINESS for sale in Central Illinois, having a good trade. Address Owner, Box 108, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS for sale or trade, scales, engines, etc. Good location and prospects good for a big grain crop. I. C. Bell, Mt. Hamill, Lee Co., Ia.

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FOR SALE—Three modern 50,000 bu. elevators in best corn and wheat section of southern Illinois, doing actual business of 600,000 bus. Address J, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good elevator and residence property in eastern Iowa, only elevator at station. Good business, favorable terms. Address Pedni, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE—An undivided interest in a line of twenty to twenty-five elevators in the best grain and seed sections in Northern Iowa. Address Lig, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Six Illinois elevators in corn and oats country. Elevators all in good condition. Will sell right if taken before next harvest. Address I. E., Box 9, Grain Dealers Journal, Chicago, Ill.

OUR ELEVATOR located at Irwin, Union Co., Ohio, is for sale. Plant was built last year and is first class in every respect. New office 3 rooms, also ware rooms and cribs. On Big Four R. R. No trouble to get cars. Best reasons for selling and will make price right if sold at once. Write to R. B. Gordin, South Solon, Ohio.

#### ELEVATORS FOR SALE.

MODERN up-to-date elevator for sale in Eastern North Dakota on the Soo Line; capacity 25,000 bus.; good business, good competition, good reason for selling. Address Lock Box 713, Sioux Falls, S. D.

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I HAVE ELEVATORS at the following Burlington Nebraska points for quick sale: Tamora, Blue Hill, Cowles, Hoag, Beatrice, Valparaiso. Several Nebraska farms for sale. C. S. McManigell, 225 North 12th St., Lincoln, Neb.

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LUMBER AND GRAIN BUSINESS. We have a profitable lumber and grain business in a good Illinois town, which can be bought worth the money. Address Owner, Box 863, Grain Dealers Journal, Chicago, Ill.

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FOR SALE, an old established Retail, Grain, Feed and Coal business in Chicago. Making money but owner has other interests and cannot give it the necessary attention. Address J. J., Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Best elevator proposition in Southern Michigan. No competition. Capacity 10,000 bu. Equipped with three separators, sheller, roller mill, all the best. Coal, seeds, hay, beans. 18 H.P. Olds Engine. Write J. W. Hull, Saline, Mich.

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HERE'S A SPECIAL, fine house, strictly modern, cost \$25,000, in best Indiana city, 40,000 capacity, buys 150,000 farmers, also buys track, all transfer conveniences. 7 teams busy with retail business. Great bargain at \$20,000, 1-3 cash, balance terms or will rent to right party for \$2,000 per annum. Wire me date to look quick. John A. Rice, Elevator Broker, Frankfort, Ind.

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GRAIN, COAL AND FEED BUSI-NESS in a town of 5,000 in Central Illinois. Splendid place to live and a good business. One of the cheapest propositions that we have on our list to-day. Frice \$4,600. U. S. Brokerage Co., Decatur, Ill.

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ELEVATOR IN CANADA FOR SALE. At good point on Canadian Pacific R. R. Capacity 30,000 bus. Cribbed. Brick engine house. 15 HP. Otto Engine. A good money maker in the best district of the Canadian Northwest. Address P. O. Box No. 5, Winnipeg, Man.

GRAIN ELEVATOR in northwestern Indiana for sale. Capacity 40,000 bushels, steam power, sheller, cleaner, hopper scales; will handle 130 to 150,000 bushels per year. Coal, feed and building material also handled. Address Retlaw, Box 3, Grain Dealers Journal, Chicago, Ill.

A 45,000 BU. ELEVATOR and ware-house in Central Iowa on C. & N. W. R. R. One of the best corn and oat stations. Station handles 300 to 400 cars annually. This plant has handled 170,000 bu. crop 1906. Grass seeds and coal also handled. Prices right. Box 375, Nora Springs. Ia.

GRAIN, COAL AND TILE. We have a Grain, Coal and Tile Business located in a town of 600 in Iowa. Elevator has capacity for 20,000 bus. Enjoys good patronage. Good reasons for selling. Price \$5,000. Easy terms. Address Elevator, Box 2425, Grain Dealers Journal, Chicago, Ill.

FOR SALE—My elevator property with grain, feed, seed and coal business at this place. Business first class and full particulars given on request. Good reason for selling. No trades considered. Do not write unless you want a good business for cash. A. W. Augspurger, New Sharon, Iowa.

ELEVATOR BROKERAGE AND BUSINESS PROPOSITIONS FOR SALE. Have sold more elevators, lumber yards and other business propositions than any other firm in the state. If you are looking for a business opening you should write the U. S. Brokerage Co., Decatur, Ill., before investing.

NOTHING TO DO but sell elevators and mills. Sold 44 in 14 months. Each buyer for reference. Have a wealth of good offers now. We list all subject to prior sale. Good work for usual commissions, paid by seller—2½% charged except by special contracts. John A. Rice, Elevator Broker, Frankfort, Ind.

ANYONE wanting to purchase a highgrade Ohio plant that handles grain, implements, vehicles, flour, feed and coal, doing plenty of business, all buildings practically new, best country plant in Ohio or any other state, town of 1,500; write us. Would be willing to take Ohio or Indiana farm land in the trade. Address Fum Box 7, Grain Dealers Journal, Chicago, Ill.

### The GRAIN DEALERS JOURNAL

#### ELEVATORS FOR SALE.

ELEVATOR and feed mill in small Wisconsin village in good farm and dairy country. Buildings and machinery in first class condition. Modern and up-to-date in every respect. Doing good business in custom grinding. Good opening for someone. Address W. W., Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE 100,000 bus. capacity. Doing an actual business of 500,000 bus. Located in best grain district of Western Ind. on the Chicago & E. Ill. R. R., about 100 miles from Chicago. The plant has first-class equipment and is in perfect order. Write for full description and particulars to Ind. Box 6, Grain Dealers Journal, Chicago, Ill.

A GOOD THING—If you want a grain business in Iowa that will net from \$3,500 to \$5.000 per year on an investment of \$7,000, address A. A., Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—In good town in Northwestern Iowa, population 800, 75,000 bu. capacity elevator, well equipped, including oat storage annexes; 7,000 bu. corn cribs; storage 300 tons coal. Handles 135 to 175,000 bu. annually, mostly oats and ear corn, sells 700 tons coal. Buildings in first class repair. One other elevator in town, handles about same amount. \$7,700 takes this plant if taken now. Address John, Box 7, Grain Dealers Journal, Chicago, Ill.

#### ELEVATORS WANTED.

WANTED to buy grain elevator or line of elevators. Must be well located and show good business. Box 354, Greenville,

ELEVATOR WANTED in corn and oats territory that handles at least 150 to 200,000 bus. Address Nelson Brouillette, St. Anne, Ill.

ELEVATOR or mill and elevator wanted, in exchange for a good improved farm. Address Dnal, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—To lease 3 or 4 good country elevators. Prefer houses shipping 200 cars or more yearly. Address Cedar, Box 5, Grain Dealers Journal, Chicago.

WANTED to buy or trade for elevator or line of elevators or interest or partnership and take active part. Address Experienced, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED to lease one or more elevators with privilege of buying. Must be well located and show good business. Address Elevator, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in central Indiana. Must be in good condition and show plenty of business. Give full information in first letter. Address A. B. Cohee & Co., Frankfort, Ind.

ELEVATOR WANTED at good grain point in Oklahoma, where the business is not overdone. Give description and amount of grain handled in 1906. Address J. W. Moberley, Decatur, Ill.

#### **ELEVATORS WANTED.**

WANTED.—To buy or lease several good grain elevators located in the central part of Kansas in the wheat belt. Address Central Kansas, Box 7, Grain Dealers Journal, Chicago, Ill.

WILL LEASE—Cash in advance, one or two good elevators, doing good business and buy within a year. Corn and oats country preferred. Address C. O., Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED for cash: We have a number of cash buyers for elevators in Iowa, Nebraska, Minnesota and the Dakotas. Write at once giving description and price if you want to sell. Iowa Mill & Elevator Brokers, Independence, Iowa.

FOR SALE OR EXCHANGE for elevator in III., Iowa, Minnesota or the Dakotas, 640 A. of unimproved farm land in Wisconsin, 3½ miles from railroad station, 90 miles from St. Paul, Minn. Price \$15 per A. There is now a loan of \$3.75 per acre against the land which can run for 5 years at 6%. Would take elevator up to value of \$6,000 as part pay. Address W. H., Box 9, Grain Dealers Journal, Chicago, III.

#### HELP WANTED.

MEN WANTED—To work on elevators. Address J. A. Horn, Oklahoma City, Okla.

WE ARE in need of good man to run station, who has had some experience in grain and lumber. The Edmonds-Londergan Co., Marcus, Iowa.

WANTED—Competent foremen and mechanics for grain elevator and warehouse construction. Fred Friedline, Archt. & Engr., Traders Bldg., Chicago, III.

RELIABLE MAN wanted who understands handling of elevator machinery and steam engine; need an all around helper. Address Som, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—Man to manage country elevator, gasoline power, also one for country elevator using steam power; give age, experience, references and salary expected in first letter. Address N, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—A man who is capable to take charge of country station, understands gasoline engine and handling competition. State experience, give references, age and salary wanted. Address Box 70, Bushnell, III.

#### SITUATIONS WANTED.

SITUATION wauted as manager of grain eltr. Ibr. yard or either. Experienced. Good references. Address C. A. Trueblood, Superior, Neb

SITUATION WANTED as bookkeeper and rate clerk for grain firm. Highest references. Address R. A., Box 9, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as grain buyer in country town; experienced hand; German and American spoken; good references. Address F. A. Stumpf, Okarche, Okla.

POSITION WANTED as manager of country elevator or bookkeeper for grain firm. Four years' experience. Best references. Address Lock Box 481, Hastings, Minn.

YOUNG MAN, experienced in grain business, wants position as manager of country station. Would consider second man's place. Desires to locate in west, preferably in Nebraska. Address H. A. Dever, Exeter, Neb.

WANTED—A position as bookkeeper or assistant buyer in grain office. Well acquainted with the track business. Have position with reliable firm, but desire change. References given. Address R., Box 8, Grain Dealers Journal, Chicago, III.

POSITION WANTED as buyer or bookkeeper and general office man by young married man with 5 yrs. experience in grain business. Am a man of good habits, a good accountant and thoroughly understand the care and handling of all kinds of eltr. mach'y and grain. Would consider any fair position. Address A. F., Box 9, Grain Dealers Journal, Chicago, Ill.

#### **GOOD LOCATIONS**

for elevators and other industries on the line of The Belt Ry. of Chicago. Low switching rates and good car supply. For further information address B. THOMAS, Pres., Room II, Dearborn Station, Chicago, III.

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#### ENGINES FOR SALE.

GASOLINE engine for sale, 10-h.p. Temple Pump Co., 15th Place, Chicago.

FOR SALE.—One 2 H. P. gasoline engine good as new, cheap if sold soon. W. E. Riley, Montpelier, O.

FOR SALE CHEAP. One 18 HP. gasoline Foos engine. Guaranteed to be in good repair. Good reasons furnished for selling. Also shafting and pulleys. J. A. Mouch, Mooreland, Ind.

20 H.P. Foos, 12 H.P. International (new), 8 H.P. BAUER. These engines are thoroughly overhauled and in A 1 order and were taken in trade on large "Bauer" engines. Bauer Machine Works, 17th & Wyandotte Sts., Kansas City, Mo.

GASOLINE ENGINES—We have discontinued building small engines, but still have a few of the 2, 7, and 12-H.P. sizes of our celebrated Oil Cooled Engines which we will close out cheap for cash. Hart-Parr Co., Charles City, Iowa.

#### ENGINES FOR SALE.

		Foos gasoline engine\$125.00 Foos gasoline engine 150.00
		Foos gasoline engine 225.00
		Webster gasoline engine 125.00
		Waterloo gasoline engine. 75.00
		Lambert gasoline engine 75.00
		Fairbanks gasoline engine 300.00
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28-H.P. Fairbanks Morse.
40-H.P. Lambert.
35-H.P. Foos.
16-H.P. Fairbanks Morse.
12-H.P. Fairbanks Morse.
8-H.P. Fairbanks Morse.
7-H.P. Webster.
5-H.P. Webster.
18-H.P. Olds.
Also 50 engines of small.

Also 50 engines of smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

#### SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

FOR SALE-Two 22-ft. Fairbanks 6ton wagon scales as good as new. Coen & Brady, Rensselaer, Ind.

THE BEST heavy scales for grain calers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt. tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

FOR SALE—One 22 ft. Fairbank second hand wagon scale in first class condition and will be shipped direct from the repair shop to purchaser; price \$40.00 f. o. b. Des Moines. Address Scale, 710 Youngerman Bldg., Des Moines, Ia.

#### MOTORS FOR SALE.

FOR SALE, Dynamos and Motors new and second hand. Direct or alternating current. Corbin & Guion, 52 West Jackson Boulevard, Chicago, Illinois.

#### ENGINES AND BOILERS.

FOR SALE an Atlas Automatic 65-H.P. steam engine; one 75-H.P. Boiler and 40 ft. new stack; one No. 2 Dean Hot Water Boiler feed and all connections for \$400. All in first class shape. J. M. Hornung, Greensburg, Ind.

Engines, Boilers, etc. 12x36 Corliss engines, also many larger

14x14 and 13x12 Ideal automatic engines, and larger and smaller engines of this class.

8x9 Throttling Governor engine; other sizes up to 26" cylinder.

sizes up to 26" cylinder.
Boilers 54x14, 60x16, 66x18, 72x16;
also water tube and firebox boilers.
Hugh W. Dyar,
Chicago, Ill.

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LARGE R. R. TANK for sale. Practically as good as new. J. F. Umpleby, Pana, Ill.

#### GRAIN TESTERS.

Two quart testers, one quart tester, one pint tester, the best are cheapest, we have the best. Write us for prices. A. S. Garman & Sons. Akron, O.

FOR SALE—I Brownell 80 HP. Steam Engine, Gardner governor, price \$250 f. o. b., 2 stands elevator wooden boot, and head, 9 in. bucket and belting, price \$25 f. o. b. Address J. C. Hadley, Windfall,

#### MACHINES FOR SALE.

FOR SALE .- One No. 4 Eureka wheat separator good as new. Box 175, Jamestown, Ind. Address P. O.

FOR SALE cheap, 2nd-hand Marseilles Shellers, in good working condition. Evans Elevator Co., Decatur, Ill.

FOR SALE.—One No. 7 Clipper Cleaner with full set seed screens, good as new. W. E. Riley, Montpelier, O.

FOR SALE—One size I Barnard & Leas corn cleaner good as new. For information apply to Chas. Henn, Borton,

FOR SALE—One No. 179 Eureka Receiving Separator complete with oat, barley and two sets of wheat screens. In first-class condition. Price on application to Montana Elevator Co., Moore, Mont.

FOR SALE—One A. T. Ferrell & Co. No. 89 Clipper Grain Cleaner (without rolls). This machine has been used but 4 days and is equipped for cleaning navy beans. Will have whatever screens added that will be required. Address The Jersey Packing Co., Cincinnati, O.

MACHINES for sale—One 300 to 400 bu. Marseilles New Process Corn Sheller. One Marseilles New Process Corn Cleaner, No. 1. One "Western" Shaker Corn Cleaner, No. 2. One Nordyke & Marmon Corn & Cob Crusher. These machines are in fair condition. Prices made known on application. Lyons Mill & Eltr. Co., Lyons Ind

#### **BOILERS WANTED.**

WANTED-Two first-class second hand boilers about 40 to 50 HP. Kinsey Bros., North Manchester, Ind.

#### MISCELLANEOUS.

USE Merkels grain envelopes, the latest, best and cheapest. John B. Merkels, 296 Webster Ave., Chicago.

WANTED—The address of Carroll Eltr. Co., Chicago. Address M. R. Corp, Box 8, Grain Dealers Journal, Chicago.

ARMSBY CIFER CODE WANTED. Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jenning's New England Tele-graph cipher. Must be in good condition. Address Jennings, Box 6, Grain Dealers Journal, Chicago, Ill.

INFORMATION wanted regarding the Produce & Grain Co., of Wheeling, W. Va., formerly managed by H. H. Daum. Address F. F. Hine, Box 8, Grain Dealers Journal, Chicago, Ill.

WILLIAMS TYPEWRITER in good condition for sale, just the machine for the grain dealer to use in carrying on his business correspondence. Address Williams, Box 5, Grain Dealers Journal, Chicago, Ill.

NO MORE LEAKS—Maire's Indestructible Roof Preserver absolutely prevents decay, preserves the roof and makes it good as new. Stops rust. Best for all surfaces. Write for full particulars. Maire Paint Co., Minneapolis, Minn.

#### **ELEVATORS FOR RENT.**

FOR RENT-Only Indianapolis elevator on Pa. R. R. New and modern. 200,000 bus. Tributary with large transfer and city trade. Willard Hubbard, 1919 N. Delaware St., Indianapolis, Ind.

#### PARTNERS WANTED.

DO YOU wish to sell an interest in your business to some live man or are your looking for an opportunity to invest where you can also give your services. An ad in the PARTNERS WANTED column of the Journal will be read by all progressive dealers. Try it.

#### MISCELLANEOUS WANTED.

WANTED-Second-hand air grain Must drier of 125 bus, pet hour capacity. Must be in first class condition. McKenzie Cereal Food & Milling Co., Quincy, Mich.

### TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

The Rate for Advertisements in above Departments is 15 cents per line each Insertion.

### The GRAIN ALERS JOURNAL

#### SEEDS FOR SALE.

MILLET, CANE SEED, Kaffir Corn, Alfalfa and all kinds of Grass Seeds for sale. Address J. G. Peppard, Kansas City,

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

MILLET—If interested in high grade German Millet seed, write us for samples and delivered prices in carlots. Missouri Seed Co., Kansas City, Mo.

REDTOP-TIMOTHY.

A postal will bring samples, prices, etc. We are largest cleaners, and handlers of seeds in Southern Ill. All seeds bought direct from farmers and offered you in car lots or less.
SCHULTZ SEED CO., Olney, Ill.

#### SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

CANE SEED, German, Siberian, Early Fortune and Broom Corn Millets. Send samples to J. G. Peppard, Kansas City,

SEEDS WANTED: clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Com-pany, Nos. 208-210 Second Str., Louisville, Ky.

#### HAY WANTED.

HAY AND STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Car' Load Dealers, Baltimore, Md.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

#### MILLS FOR SALE.

FLOUR AND FEED MILL with 40 h. water-power and about 50 a. of land, in a Wis. town. Fine opportunity. For particulars write E. M. Anderson, Minneapolis, Minn.

MODERN MILL for sale, capacity 100 bbl. per day; also 35,000 bu. elevator. Splendid opportunity for a practical miller. Closest inspection invited. F. E. Ellickson, Macoun, Sask.

WILL EXCHANGE our 400 bbl. mill located in central Minnesota, in a town of 15,000 population, connected by three railroads, for a line of country elevators or will sell for cash. We have a good established trade and the mill is running regularly. Address Still Box 7, Grain Dealers Journal, Chicago, Ill.

#### GRAIN FOR SALE.

KAFFIR CORN and chicken feed wheat for sale. Get our prices. Address The A. R. Clark Grain Co., Wichita, Kans.

#### GRAIN WANTED.

WANTED-Oats, WANTED—Oats, corn, hay and husks. Send samples and quotations. C. R. Baird Co., Chattanooga, Tenn.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

#### POPCORN WANTED.

POPCORN Wanted—Correspond with with us, Bradshaw Co., New York, N. Y.

#### MEAL FOR SALE.

STANDARD COB MEAL for sale by H. K. Holman Co., Fayetteville, Tenn.

### THE OHIO SEED COMPANY

TOLEDO, OHIO
Clover, Timothy and all kinds of Field Seeds Ask for or send samples and we will quote prices.

Correspondence and Consignments Solicited.
SPOT AND FUTURES.

#### DICKINSON CO. THE ALBERT

Timothy Flaxseed Bromus inermis Dwarf Essex Rape Seed Main Office, CHICAGO, ILL,

Blue Grass Orchard Grass Millets, Hungarian Redtop, Seed Corn Peas, Beans, Bags, etc. MINNEAPOLIS, MINN.



Our Bags will stand the Wear and Tear of any Mill They look like good bags—they ARE good bags, and we can prove it to you at any time. The best bag is the cheapest; MILWAUKEE bags are the best and the cheapest.

WRITE TO-DAY FOR OUR PRICES, and ask for some of our Cigar Bands MILWAUKEE BAG CO. MILWAUKEE, WIS. MILWAUKE BAG COMPANY

### BUYERS OF SALVAGE GRAIN

#### The Toledo Salvage Co.

Buyers of OFF GRADES and **SALVAGE GRAIN** 

Toledo.

Ohio

### Frank Marshall

253 La Salle Street

**CHICAGO** 

.190

Will buy any kind of grain, no matter how badly damaged by fire or heat. Mahogany Corn a specialty.

### Salvage Grain Wanted

I buy and sell damaged malt, flax-seed and salvage grain of all kinds.

WM. B. GALLAGHER 72 Pearl Street, BUFFALO, N. Y.

GRAIN DEALERS JOURNA	L
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255 La Salle St., Ohicago, III.

Gentlemen — Enclosed find One and  $\frac{50}{100}$  Dollars (\$1.50) for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm

Capacity of Elevator

Post Office

bus.

State..

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

# Cast Iron and Wood ELEVATOR BOOTS

OF DIFFERENT DESCRIPTIONS



MACHINERY AND SUPPLIES
OF ALL KIND

WRITE US FOR PRICES

THE PHILIP SMITH CO.

SIDNEY, OHIO



### A GOOD LEAD

over your competitors may be secured through the advantages to be derived from the superior quality of work, more economical maintenance and higher general efficiency of the

### GRAIN CLEANING MACHINERY - -

MADE BY THE

### Invincible Grain Cleaner Co.

Silver Creek, N. Y.

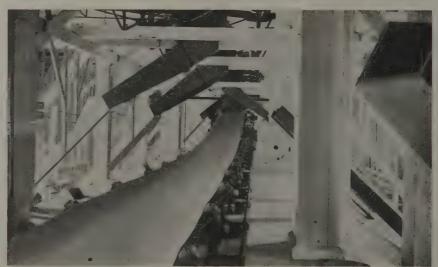
REPRESENTED BY

W. J. Scott. 512 Traders Bldg., Chicago, Ill. Phone Harrison 667. Edward A. Ordway, 512 Exchange Bldg., Kansas City Mo. C. L. Hogle, 5239 E. Washington St., Indianapolis, Ind.

N. W. REPRESENTATIVES Strong-Scott Mfg. Co., Minneapolis, Minn.

NOW IS THE TIME TO INVESTIGATE

### Over Two Miles of Our Belt Conveyors



Were installed in the Yazoo and Mississippi Valley Ry. Co.'s Elevators "D" and "E," recently rebuilt at New Orleans.

Capacity 3,500,000 bushels.

The complete equipment of **Elevating, Conveying and Power Transmitting Machinery** for this Mammoth Elevator Terminal System was furnished by

Webster M'f'g Co., 1075-1111 West 15th St., Chicago
Eastern Branches: NEW YORK: 88-90 Reade St. PHILADELPHIA: Pennsylvania Bidg.

### The GRAIN DEALERS JOURNAL



O O OF CIRCULATION HAVE BEEN AWARDED THE SHAN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

### GRAIN DEALERS JOURNAL

Published on the 10th and 25th of Each Month

### Grain Dealers Company

255 La Salle Street, Chicago, Ill. CHARLES S. CLARK. Manager.

#### Subscription Rates

To United States, Canada, and Mexico One Year \$1.50; Six Months 75 cents. To Foreign Countries within the Postal Union, postage prepaid, \$2.00 per year. A Red Wrapper on your Journal means your subscription has expired.

#### The Advertising

value of The Grain Dealers Journal as a med-ium for reaching the grain dealers and ele-vator men of the country is unquestioned, the character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

#### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as Second-Class Matter.

#### CHICAGO, ILL., MAY 10, 1907.

THE professional crop killers seem to be training for a very active season.

SELF-CLEANING, commodious receiving pits are time and money savers.

A BRICK or concrete smokestack is just as cheap as a first class iron stack and far safer.

FLAT WOOD roofs prove vigilant catchers of dust and sparks and always increase the fire hazard.

THE SUREST and saddest failure always comes to the man who lacks the nerve or enterprise to try.

A WELL DRAINED concrete pit will prolong the life of wagon scales and insure more reliable weights

MAKE YOUR name and business known to all who come near by large signs; it will help your trade.

THE shipper who tries to get along without a good cleaner is always forced to regret heavy losses on misgrades.

INSTALL up-to-date machinery to do the work about your elevator. Save your strength to cultivate trade and direct the

WHEN you can not buy grain at a profit post prices above all others, but refuse to buy any more until you get cars to relieve your bins. Your loss if any will be much smaller.

HOW much more did it cost you to handle the last crop with your old elevator than it would have cost with a new up-to-date plant?

BUILD your foundation at least four feet above the ground and let some light into the basement if you intend to place any machinery in it.

SOME CORN was saved during recent months by shippers' foresight in placing large placards on cars bearing the legend, "PERISHABLE, RUSH."

COB SPOUTS should always contain a hanging door weighted down so as to prevent the quick communication of fire from the cob house to the elevator cupola.

SAD TO RELATE Kansas City, Mo., has lost its National Board of Trade. This cheap bucket shop could not stand the tax of 25 cts. per hundred, so moved.

SHOULDERS, ledges or any projection in spouting, hoppers, garners or sinks will hold back grain and mix grains handled to the needless cost of the elevator operator.

BEFORE ordering machinery or supplies for improving or equipping your elevator study the advertising pages of the Grain Dealers Journal and you will learn of the latest and best.

IN CONSIDERING the cost of installing improvements in your elevator do not lose sight of the cost of operation and maintenance for the cheapest to install often are the most expensive.

THE DAY is past when the operator of a country elevator can afford to struggle along without a reliable shipping scale. The margin of profit is too small and the opportunity for losses too great.

WOOD PULLEYS will not be tolerated in your elevator heads or boots by the fire insurance companies making a specialty of elevator risks. Few companies care to insure an elevator so equipped.

IT IS next to impossible to induce city fathers, where the city does the weighing, to reimburse the elevator man for short weights, but occasionally the nervy buyer scares them into making a partial restitu-

A B/L which will protect the property rights of the shipper has not yet been granted and will not be if the railroads can avoid it. Shippers who sign any of the 120% Bs/L interfere with the work being done in behalf of an equitable form and release carrier from liability.

A WELL built elevator, which is conveniently arranged and properly equipped, is a source of much joy to the operator and its patrons. It will economize time, power and labor. The cost of such a plant is often less than the barn builder had asked to erect a shack of his own

"SMOTHERED in a grain bin" is the story which comes from La Place, Ill., where a sixteen year old boy was recently smothered in Hawthorne's elevator. Many elevator owners have forbidden boys to enter their plants. All shud do

DO NOT postpone ordering the machinery and supplies needed for the improvement of your elevator until workmen are ready to install because manufacturers may then be way behind on orders and unable to get cars for prompt ship-

THE CAR situation has eased up somewhat altho cars are still scarce at many points. So far we have learned of no convictions under the new laws of Indiana, Illinois or Iowa, providing for the punishment of givers and takers of tips for cars.

AN OHIO track bidder places on his postal card in large type the following statement: "If any cars arrive out of condition, you will be communicated with before unloading." That seems to be eminently fair. The phrase is not copyrighted so others may use it.

SOUTHERN Michigan is threatened with a bean trust which is to be known as the Interstate Products Co. In fact, this organization is credited with having options on nearly every Michigan elevator which, of course, is far from the truth, because many of them do not handle beans.

POWER plant should always be housed in a strong fire proof structure detached from the elevator. Then when elevator burns the loss is reduced and an earlier start of the new house made possible. The power will also be found of great advantage in loading cars during the construction of the new elevator.

MAHOGANY corn has been produced in large quantities during recent months by damp and winter shelled corn being detained from thirty to a hundred days in transit between loading and unloading elevators. Naturally shippers have suffered heavy losses as a result of the poor transportation service and they must expect to continue to suffer such losses unless they install driers and cleaners for placing grain in prime condition before loading it into cars.

ANOTHER dollar wheat campaign has been inaugurated by the American Society of Equity, which seeks not only to bring about a reduction of the acreage but the retention of grain on the farm and to keep it there until good prices are obtainable. This organization has attempted the same game without success for so many seasons, but each year in new territory, that it wud seem as tho its only purpose in propagating its dollar wheat campaign was to obtain membership fees. "DESTINATION weights and grades" are too indefinite for any experienced shipper to accept. Too often it develops that a second buyer's weights and grades were meant. The apothecary scales and home-made inspection rules of interior points are not designed to protect or promote the interests of western shippers.

THE RECENT cold weather together with Miss Ladybug's campaign in the Southwestern wheat fields has worked great havoc to the greenbug. If the wise-acres of the Texas legislature had appropriated the required money to propagate the ladybug months ago as they were petitioned to do, the wheat and oat crops of the Southwest wud not have been sacrificed to the Toxoptera graminum.

WHEN FIGURING on the painting of your elevator don't overlook the fact that two-thirds of the cost of protecting your property is for the application of the paint, hence you can not afford to buy anything but that paint which is known to be well suited to the protection of your building. That which is suited for covering iron may give very poor protection to wood.

GRAIN DEALERS about to build shud not overlook the fact that the collapse of over thirty grain elevators has been noted in the columns of the Grain Dealers Journal since one year ago, hence it behooves those, who are about to erect new elevators, to build a strong, firm foundation before starting the elevator, and insist on having timbers heavy enuf to support the load.

STOCKS of grain on hand are compiled monthly by the Iowa Grain Dealers Ass'n and reported to members who contribute the information. These reports of stocks are of value to every elevator man so fortunate as to receive them, as it gives him private and confidential information as to the sentiment of the trade regarding the future trend of prices and an idea of the crop harvested.

BUCKETSHOP sharks are meeting with much discouragement and their tenture of life is limited for the state legislatures have at last learned their true character and found a sure way to exterminate them. Indiana, Iowa, Missouri, Arkansas and Texas legislatures have already enacted laws which have or soon will go into effect and thereafter the dishonorable sharps must seek new fields.

SCALES of Iowa grain dealers are metter condition than can be found in any other state because they have them in spected at least once a year by a competent scale expert in the employ of the Iowa Grain Dealers Ass'n. During the year ending March 31 he inspected and repaired 812 scales. This is an excellent work and merits the hearty support the dealers of Iowa are giving it. The dealers of other states can copy this work with real profit.

STORING gasoline for elevator's power within the building shud not be tolerated even if some insurance companies do not charge extra for the privilege. In case fire starts anywhere near the storage tank, its explosion and the complete destruction of the entire property is almost certain. Ground near country elevators is generally so inexpensive as to make possible the burying of the gasoline tank thirty or forty feet from the main building without any material cost.

POLITICIANS interested in the establishment of the new department to inspect, grade and weigh all grain sold in this country shud not overlook the fact that grain must be planted, cultivated and harvested. If the politicians are earnest in their wish to build up a big machine, they shud place the production of grain as well as the handling under the supervision, care and control of the Government, then they will get an army of henchmen at their command which will be strong enuf to carry any election.

THE MEMBERS of the American Railroad Ass'n have not hesitated to blame every other line in the country with borrowing cars, but few of them seem willing to charge enuf per car, per day, to insure prompt return of rolling stock. If shippers and carriers, who keep owner of the car out of its use were charged \$1 for every day detained and carriers were charged a like sum for failure to furnish a car to a wud-be shipper, the car supply wud be greatly increased without the production of any more rolling stock.

GRAIN DEALERS can easily test seed corn in their office and determine if it is fit for planting by taking a box of sand and dividing it into two inch squares rumbering the squares and the ears from which kernels to be tested are taken to correspond. The sand is then covered with a cotton cloth and kept moist by the daily application of water. The temperature must be kept at 70°. If the corn in any square does not sprout in five or six days the ear from which it was taken should be discarded. By testing before planting the necessity of replanting will be avoided.

CLEVELAND'S oil swindlers have broken out under a new name and with an old game dressed in new clothes, that is "on account of delay in delivery they have left on hand a half barrel of finest cylinder oil ever produced which wud cost considerable to return to Cleveland," so they are seeking easy suckers to help them out. Those who bite will not be charged for the packing and can pay for oil as suits their own convenience. They will also be given a large can of stuff which is said to make an excellent belt dressing. Grain dealers who get caught on this slimy game are not close readers of the Grain Dealers Journal.

COUNTRY elevator men who hold so much grain in store they cannot take in other grain and handle it advantageously pay a dear price for the privilege of speculating. The greatest profits have always been realized from the elevators used for cleaning and improving grain, and operators who have studiously exerted themselves in turning out prime grain for the different markets have reaped rich rewards. It is far better to merchandise grain and buy or sell options when you wish to speculate; then losses can be quickly stopped by wire if the market starts to go against you, while the grain cannot be delivered until cars are available.

OWNERS of elevators located on a railroad right of way will be pleased to learn that the Chicago Great Western Railway, which destroyed the property of an Illinois grain merchant several months ago by running a passenger train thru it, has refused to recompense the owner in any degree. Had his elevator been on his own land, the Claim Agent wud have stirred him out of bed at midnight in hope of settling with him before he had consulted his lawyer. If grain dealers are not willing to buy land on which to erect their elevators they shud at least refuse to sign leases relieving the railroad company from any and all damages to the

THE MARKED indifference of some elevator owners to the dirty run-down condition of their property is past understanding. They are more directly interested in keeping up their property than any one, because the well-kept property carries with it an air of prosperity and enterprise that is sure to attract and retain business. It will also insure the owner realizing a better price for his property shud he desire to retire from business. The run-down, poorly-caredfor property gives every evidence of slack methods which must extend to the business office, to the detriment of the occupant and the customer and to the material increase of the fire hazard.

IT IS interesting to learn that no sooner had the shippers of Nebraska along the Missouri Pacific organized for the purpose of prosecuting the Railroad Company for losses they have suffered by reason of its failure to furnish cars, than the company rushed a bountiful supply of cars into that territory and dealers are no longer forced to close their elevators. suspend business or wait for cars. All railroads know what their duty is to the shipping public, but the operating officials are not disposed to fulfill their duty promptly save where they are threatened with damage suits, if they fail. The shippers along the Missouri Pacific have suffered many losses during the past sea-Their patience is exhausted and they have ceased to beg for cars. They now demand them and get them.

## RECIPROCAL DEMURRAGE UPHELD.

The friends of reciprocal demurrage, the only true remedy for delay in furnishing shipping facilities and delay in transit of freight, will be pleased to know that the Mississippi Supreme Court has upheld the Reciprocal Demurrage Rules of the Railroad Commission of that State and supported the Commis-sion's position with a strong opinion which is published elsewhere in this

At the same time the Supreme Court of Texas has overruled the decision of the Lower Court and declared the Texas Demurrage Law valid. We hope also to publish extracts from this decision in this number. If it does not appear, it will be found in a following number.

These two decisions compare so quickly.

These two decisions coming so quickly I nese two decisions coming so quickly on the heels of one another must lend much encouragement to the faltering friends of reciprocal demurrage, for if State Demurrage Rules and Laws are made effective, Congress will then be more willing to grant the much coveted Reciprocal Demurrage Law.

## SURPLUS OF MUTUAL INSURANCE COS.

The life insurance companies' agitation The life insurance companies' agitation seems to be warping the minds of policy holders in mutual fire insurance companies which make a specialty of insuring flour mills and grain elevators and of course solicitors for stock fire insurance companies are seizing upon every opportunity to sow dissatisfaction in hope of mutual properties.

of getting back a small part of the business which greed drove from them.

Every property owner who will stop to think a minute will readily and emphatically declare in favor of his insurance better aleady with convenies which are ing placed with companies which are strong financially. No elevator owner wild knowingly accept policies of com-panies which have no assets, because he prefers to know that if he has a fire his

loss will be paid. The prime purpose of fire insurance is to protect policyholders from a portion of their fire losses. Few, save the misguided overinsurers ever wud be willing to exchange their property for the face value of their policies and seldom does any such succeed in making a sale thrushe agency of a fire. Hence it is very the agency of a fire. Hence it is very necessary that the property owner buy his necessary that the property owner buy mis fire insurance of a company which is cer-tain to indemnify him for the portion of his loss covered by its policy. The sur-plus fund also guarantees policyholders against large assessments when the fire losses are unusually heavy. It serves to equalize the assessments over a period of

In the early days of mutual insurance many companies attempted to do business without a surplus to guarantee payment of losses, and after each fire occurred sought to collect from each policyholder his share in the loss. Each assessment showed fewer policyholders willing to pay for insurance they had already obtained, so the mutual companies for self-preserva tion were driven to the accumulation of a surplus and the assessment of policy-holders once or twice a year. Thereby the labor and cost of levying assessments was

also reduced.

When the amount at risk is taken into consideration none of the grain elevator or flour mill mutuals have too much surplus and most of them have not enuf to equalize the assessments of two bad years without losing some business as the re-sult of the forced increase in assessments. The loss of policyholders directly affects the cost of insurance to those who remain, while the earnings on a large surplus decrease the cost to every patron of the mutual.

The property owner who wants reliable insurance will never complain of the surplus of the company, and especially if the company be a mutual company, so that he profits equally with all other policyholders in the benefits and economies resulting from the accumulation of this guarantee fund. The very fact that the mutuals have reduced the cost of insurance to one-half what the stock companies charge, shud be enuf to satisfy the most exacting. When the care of property results in a reduction of the fire hazard and fewer fires there will be a corresponding reduction in the assessments and in the need for larger surplus funds.

#### UNIFORM GRADING AT EXPORT PORTS.

The dishonesty of a few American grain exporters, the eagerness of foreign buyers to save a fraction of a cent and the willingness of inspectors at some ports to pass any old thing as No. 2 is responsible for the continuation of the agitation abroad against American

of the agitation abroad against American certificates of inspection being accepted as final as to quality of shipments.

The New Orleans Board of Trade has come forward with a plan for remedying the existing evil which shud receive the hearty support of all honest exporters. Its adoption or something of similar character is absolutely necessary if the trade is ever to attain uniformity of grading. The New Orleans Board goes one step farther than the National Association has so far proposed, but no farther than it has contemplated.

tion has so far proposed, but no farther than it has contemplated.

The drafting of uniform rules, and the establishment of uniform standards is the first step toward the attainment of the much desired uniform grading. The New Orleans Board has asked the co-operation of the various exchanges controlling the grading of grain at Atlantic and Gulf ports.

It will be recognized as a very difficult matter to maintain uniform out-inspection at all these ports, but it can be done if the honest men in the trade will insist upon it. The New Orleans Board asks that the exchanges organize an Export Grain Exchange International Association, and thru this organization establish uniform rules for grading export grain and fixing a time for the adoption of standard samples which shall not be changed during the crop year, and not be changed during the crop year, and that this Association shall have power to enforce its rules at the various export

With the work of such an organization well supported by the trade and supervised by a vigilant committee, the dishonest exporters wud be driven into other trades and those willing.

wheel by a vignant committee, the disconnents exporters wud be driven into other lines of business, and those willing to deliver the grade sold wud be able to make a good living.

One great trouble has been the inability of foreign buyers to discriminate between different ports and different exporters. This has led them to make many unjust charges against ports which were blameless. Unless some action like the one proposed is soon taken, the foreign buyers, who have suffered at the hands of sharp tricksters and dishonest inspectors on this side will furnish enuf evidence to the next Congress to insure the early enactment of a law providing of Federal inspection through the land. The trade can regulate its own business much better than the Government can ever be expected to do, and with

control of the inspection can remedy abuses or short-comings much more quickly and effectively than the Government wud ever be expected to do.

It is to be hoped that the New Orleans idea will be followed out to the letter and a supervising body established which shall draw samples of every load and bring about the prompt discharge of inspectors, who fail to grade according to the rules of the organization. Success to the New Orleans plan!

# REINSPECTION UPON ARRIVAL AT ELEVATOR.

Several markets continue to tolerate that old time abuse, "reinspection upon arrival at elevator." Shippers to these arrival at elevator." Shippers to these markets receive notice of the grading given car as the result of surface inspection and are notified that car will be reinspected at elevator. Invariably the transfer from the inspection tracks to the elevator takes from one to four weeks and during the spring of the year grain. and during the spring of the year grain frequently gets pretty hot over its long confinement in close quarters.

As long as shippers put up with the abuse, terminal market receivers and railroad companies will not make any effort ogive them the smallest measure of relief. The receiver is on the ground and when he pays for grain upon the basis of first inspection, he worries the railroad company until the transfer is completed; but when the reinspection is the one company until the transfer is completed; but when the reinspection is the one which will govern the sale, he does not care about the grain, he has his own troubles to look after, and the poor shipper is so far away that it is impossible for him to induce the railroad company to get into action.

If shippers wud use their associations to reform this abuse more of an effort wind be made to inspect grain closely at

wild be made to inspect grain closely at the inspection yards. Too often the de-ferred inspection is inexcusable and merely a ruse to force shipper to guaran-tee quality until day of unloading.

#### Ten Little Wheat Plants.

By Croysdale, Kansas City. Ten little wheat plants, Growing nice and nne; 'Long came the green bugs, Then there were nine.

Nine little wheat plants, Season rather late; No rain to wet the ground, Then there were eight.

Eight little wheat plants, Sun too bright in heaven, Made the ground hot and dry, Then there were seven.

Seven little wheat plants, Growing well begun, 'Long comes the crop reporter, And left only one.

#### Association Meetings.

May 22, The Grain Dealers Ass'n of Oklahoma and Indian Territory will hold its annual meeting at Oklahoma

May 23-24, The Texas Grain Dealers Ass'n will hold its annual meeting at Fort Worth.

Fort Worth.

June 11-12, The Illinois Grain Dealers Ass'n will hold its annual meeting in the Auditorium Hotel, Chicago.

June 25, The Indiana Grain Dealers Ass'n will hold its midsummer meeting in the Assembly Hall of the new Board of Trade Bldg. at Indianapolis.

Last week of June the Ohio Grain Dealers Ass'n will hold its annual meeting at The Breakers, Cedar Point, O.

# Crop Reports

Winnipeg, Man.—The backward state of the weather in western Canada, a snow-storm prevailing the night of May 5, alarms grain men and they are now cer-tain the acreage sown to wheat will be greatly reduced. No seeding of any con-sequence has been done, and it must be completed by May 20 to ensure a crop.

#### Delaware.

Farmington. Del.—Wheat crop 1906 practically all shipped. Very little corn in this part of the country. Wheat is looking fairly good but do not anticipate heavy crop. About the usual acreage of corn will be planted.—C. H. Simmons.

#### Illinois.

Virginia, Ili.—There has been no seeding-done up to this writing (May 9). The wheat has some green bugs in it, and is short and thin in places. The oats look well except they are short.—W. C. Hof-stetler.

weil except they are snort.—W. C. Hotstetler.

Warsaw, Ill.—Wheat and oats prospects are good, and indicate an exceptionally large crop. Most of the corn ground is ready for planting; with favorable weather from now on, a large acreage will be put in.—Warsaw Milling Co.

Swan Creek, Ill.—Oats are all out of the farmers hands and a large acreage is sown, looking fine. Corn ground in good condition and planting begun. Old corn in farmers hands is being held for higher prices.—Agt. Pratt & Pratt.

Xenia, Ill.—Corn planting has begun. but under unfavorable conditions. Oats are thin on the ground and very short; wheat is generally poor, some fields thin and short, others showing effect of insects or other cause by being brown at the bottom.—Frank Lepps.

Sullivan, Ill.—The corn ground is about

Sullivan, III.—The corn ground is about all broken up, and the farmers are waiting for the warmer weather to begin planting. The winter oats are reported to be doing as well as could be expected; everything has been held back on account of the cold weather.—A. P. Powers.

of the cold weather.—A. P. Powers.

Auburn, Ill.—The freezing weather during Apr. gave the wheat fields a brown appearance but the recent rains and more favorable weather has brought it back to its normal color. Oat fields are looking good but not a forward growth for this time of year, but with good weather the rest of the year we will have a good crop as they went in the ground in good condition and were sown early.—Auburn Roller Milling Co.

#### Indlana.

Cammack, Ind.—Wheat is all gone, and the ground has been sown in oats; there is a large acreage of oats sown, and looks well.—John Howell.

well.—John Howell.

Riverside, Ind.—Several acres of wheat has been plowed and turned to oats and corn. The oats are looking fine, farmers are getting along fine with corn planting.

W. W. Pearson.

Brookville, Ind.—Wheat looks better than it did a few weeks ago, oats are small, the weather has been too cold; some corn has been planted but most of the farmers are waiting for warmer weather.—J. H. Masters & Son.

Chesterield Ind.—A little old wheat in

Masters & Son.

Chesterfield, Ind.—A little old wheat in the farmers hands. Most of the wheat ground is sown to oats, very little corn planted, some old corn being held for better prices.—H. D. Johnson agt. Goodrich Bros. Hay & Grain Co.

Indian Territory.

Indian Territory.

Skiatook, I. T.—The green bug is playing havoc here with oats and wheat. Some corn planted during the warm weather three weeks ago, will have to be replanted owing to cold weather. Some farmers claim crops have been damaged 20%, but the per cent is overestimated, and there is plenty of time for replanting as far as corn, the main crop, is concerned.—Townsend, Sullivan & Co.

Holland, Ia.—Oats are sprouting out of the ground nicely.—Frerichs Bros.

Winfield, Ia.—Oats looking good for the kind of spring we have had. Just had a rain that will help grass.—H. W. Van Dyke & Son.

Merrill. Ia.—It continues to freeze a night and the crop of small grain i threatened. Farmers are ready to plan

corn, but are waiting for warmer weather.-L. F. Hodgson agt. Harrington Grain

Lohrville, Ia.—Oats are standing the cold weather in fine shape, but it is all due to the dry condition of the soil. Farmers are ready to plant corn, some have planted already.—The Farmers Eltr. Co.

Marcus, Ia.—Weather still continues cold and farmers claim 20% damage to oats; pastures are in bad shape for want of rain; practically all hay is fed up and farmers have to feed grain.—Edmonds, Freeman & Co.

Lorah, Ia.—Spring very cold here, having frost every night in the month of April. Oats are very doubtful. The ground is all ready for corn but are waiting for warmer weather and moisture.— C. M. McCauseland agt. D. Rothschild Grain Co.

Grain Co.

Des Moines, Ia.—The percentage of total acreage of grain compared with last year is as follows: winter wheat 106; spring wheat 99; oats, 104; rye, 95; barley, 92; flaxseed, 86. The total production of the crops of last year as estimated by the lowa Crop Service and Weather Buro is as follows: winter wheat, 1,566.-50; spring wheat, 5,603,880; corn, 388,-348,920; oats, 142,036,580; rye, 1,093,160; flaxseed, 205,280 bus. Frost damage to stand of oats is 12% and 3% of total acreage replanted. Farmers have sold 88% of the oats crop and 70% of the corn crop of 1906.—Geo. A. Wells, seey. Iowa Grain Dealers Ass'n.

Kansas.

#### Kansas.

Piper, Kan.—Crops around here look very well.—F. C. Ellis agt. W. D. Kuhn. Sterling, Kan.—Growing wheat is not hurt very much; 15 to 20% will cover it. The corn and oats are backward.—M. P. Shaak.

Sabetha, Kan.—Crops around this part of the country are looking good, but are in need of rain, it is very dry and cold.

—B. F. Roberts.

—B. F. Roberts.

Phillipsburg, Kan.—Wheat will make a good yield. Farmers are busy planting corn; no green bugs in this territory.—

Mclivain Grain & Coal Co.

Perth, Kan.—We have no prospects for the oats crop as the bugs and freezing weather has completely killed them.—E. Ehickley agt. State Eltr. Co.

Ehickley agt. State Eltr. Co.
Oswego, Kan.—Have plenty of rain now,
wheat promises 60% of a crop, and oats
75%. The coin will have to be planted
over.—Oswego Seed & Grain Co.
Strawn, Kan.—Wheat in this part of
the country is in very bad condition on
account of dry weather, we need rain
bad. The green bugs and dry weather are
ruining the wheat.—O. L. Kuhiman of
Kuhiman Bros.
Bittshure, Mar. The whoot in this root.

Fulthman Bros.

Pittsburg, Kan.—The wheat in this part of the country is not up to the average on account of dry weather, and the appearance of the green bug. However, we have been very fortunate in having a good rain and will probably make a half a crop. The oats are not injured and they are fair to a good crop and a very large acreage.—A. L. Scott, the Pittsburg Eltr. Co.

are fair to a good crop and a very large acreage.—A. L. Scott, the Pittsburg Eitr. Co.

Searville, Kan.—The general prospects for wheat were never better. While the green bug was very bad for a few days, but it has given away now to a scarcity of help. The late cold weather, while it frosted the tops of some of the early wheat, did no great damage, and if anything was a help on account of the ground being so dry, but since the rain of a week ago the fields are moistened to a depth of 4 or 5 in, which is very unusual for this part of the country, so look out for western Kansas, for we will have a large wheat crop.—Geo. H. Steele agt. Rock Mill & Eltr. Co.

Topeka, Kan.—Last year's winter wheat area was 6,239,041 acres; in December the growers reported the sowing for this year's crop as approximating 6,500,000 acres. This in the main safely passed the perils of winter. The continuous warm, growing weather of early spring caused it to advance remarkably, and it was unusually forward and flourishing, but later unfavorable circumstances have changed the situation. The high conditions previling everywhere three and four weeks ago have in a major portion of the wheat critory been lessened somewhat each day since by the abnormally cold April, including several severe freezes an lack of the rain which would have a sunained of the green lice reported so harmful in Texas and Oklahoma. Correspondents mention these as present to a greater or less extent in thirty-six counties—doing in some considerable damage and in oth-

ers none. These counties are in the southeastern fourth of the state. What the lice have contributed to the aggregate deterioration is not made apparent but their most serious injury is reported done in the thirtiern counties of Butler, Chautauqua, Cowley, Elk, Harper, Harvey, Kingman, Marion, McPherson, Montgomery, Sedgwick, Sumner and Wilson. It is in these that the largest areas will be plowed up. Only one of the thousand reporters mentioned the presence of Hessian fly, and but two referred to chinch bugs. The present returns, however, indicate that but a small proportion of the aggregate will be plowed up, approximating perhaps 4 to 5 per cent of the state's total. Even then the remaining 6.289,000 acres, constitute a larger field than was ever previously devoted to winter wheat in Kansas, and its general average conditions are returned from the western part of the state, and especially from the northwest. In the twenty-five counties having 60 per cent of the area sown to wheat last fall essentially the same percentage is plowed up as is reported from the wind for the state, and the condition of that allowed to stand is given as 83, but one of the state, and the condition of that allowed to stand is given as 83, but one of the state, and the condition of the 5,405,963 acres left standing up was done, was 855, and the crop harvested from it amounted to \$1,157,414 bushels. June 5, two years ago, the condition of the 5,405,963 acres left standing up was done, was 855, and the crop harvested from it amounted to \$1,157,414 bushels. June 5, two years ago, the condition of the 5,405,963 acres left standing was 77.1, and its product 75,842,659 bushels. The unfavorable conditions for wheat have likewise been detrimental to oats, and where these crops sustained most damage and promise least, larger areas of corn would be expected, although the general returns at this time do not presage that a more than ordinarily large acreage will be planted.—F. D. Coburn, Secy. Kansas Dept. of Agri.

#### Kentucky.

Callaway, Minn.—The crops are very late and seeding is not done here yet. The frost has not been deep enuf to make good plowing.—Torvald Nelson, agt.

versaliles, Ky.—The growing wheat in central Ky. is looking fine and now that we are having fine weather after a good rain we expect an average crop. Farmers are late in planting corn.—J. Andrew Cain.

drew Cain.

Richmond, Ky.—We have plenty of good green "Bine Grass" and green wheat, but the green bug has not arrived. Good stand, healthy appearance and plenty of rain, all we need is some sunshine to make wheat crop look excellent. Corn ground has been broken up in good shape, about half the crop is planted. Very little oats raised here, but what has been sown, while late looks well.—Allen Zaring.

#### Michigan.

Tipton, Mich.—Wheat looks very well but small acreage. The ground is wet and there is lots of oats to be sown.—Chas. L. Lewis.

Minnesota.

Austin, Minn.—Seeding in this vicinity is about done; weather cold and backward; some talk of reseeding the low lands.—M. B. O'Halloran, agt. Huntting Eltr. Co.

lands.—M. B. O'Hailoran, agt. Huntting Eitr. Co.

Minneapolis, Minn.—Seeding has been progressing slowly during the past week. The ground freezes every night and permits of seeding during part of each day, except in the northern third of North Dakota and the extreme northwestern counties of Minnesota, where very little has been accomplished. In Manitoba not much work has been done and all observers agree that the wheat acreage there will be materially reduced. Practically all of the South Dakota ground is seeded and the same is true of Minnesota south of Fergus Falls. The soil in all the territory continues in excellent condition. It is now safe to say that our spring wheat acreage will be less than last year. The decrease will be chiefly in northwestern Minnesota and North Dakota, tho the acreage is not likely to be equal to last year at any point. All wheat seed now in the ground appears to be in good condition. It has been carefully examined by different investigators and the condition is satisfactory in every case reported to us.—Van Dusen-Harrington Co.

Missouri.

#### Missouri.

Columbia, Mo.—During April wheat condition has fallen 12 points on account of the damage caused by freezing, dry weather, and the plant louse, making the May 1 average condition for the state 82. The wheat has turned red, the bottom blades are covered with rust, and in a number of counties in the southwest section the plant louse has already done considerable damage. A few correspondents

report that some fields will be plowed up on account of this damage. The greatest damage from the louse or green bug is in the counties extending from McDonald and Barry in the extreme southwest to Jackson in the north. One correspondent from McDonald and Barry in the extreme southwest to Jackson in the north. One correspondent from Montgomery, Warren, Franklin and Gascard the counties of the louse of the louse of the counties of the louse of

#### Nebraska.

Nebraska.

Trenton, Neb.—Winter wheat is looking fine, spring grain is injured to some extent by the heavy frosts. Corn planting just started.—H. C. Benedict & Co.

Sumner, Neb.—The fall wheat is looking very bad, and oats are coming up very uneven on account of the dry weather.—A. J. Cook agt. Trans-Miss. Grain Co.

Wood River, Neb.—Wheat and oats are doing well in spite of the cold weather. If it does not freeze too solid, farmers will commence planting corn soon. Very little moisture so far this spring.—Conrad Grain & Eltr. Co.

Crete, Neb.—The condition of wheat for this time of year is a little backward. I do not think the wheat will be damaged by late spring. No green bugs in this territory. The farmers have started to plant corn. Appearances indicate good weather.—Updike Grain Co.

Fairmont, Neb.—Wheat is looking fairly well. About 20% off from last year at this time. Oats are about 50% off from average. Corn planting will begin about May 15. Ground is in good condition. All grains need rain, but they need warm weather more than anything.—Chas. L. Cox.

#### North Dakota.

Kenmare, N. D.—Very little wheat sown, weather is too cold.—B. A. Enochson, Secy. The Kenmare Eltr. Co.
Wimbledon, N. D.—The weather is cold here and hardly any seeding has yet been done.—G. A. Haughton, agt. Osborne-Mc

Millan Eltr. Co.

Cuba, N. D.—A backward spring has delayed seeding in this section; about 50%
of the hard varieties of wheat in. The
acreage sown to wheat will be reduced,
and more flaxseed, macaroni wheat and
barley will be sown. We are in need of
rain to settle the ground and start things
to growing.—Vernon E. Grant, agt. Osborne-McMillan Eltr. Co.

#### Ohlo.

Lebanon, O.—Wheat looking very good, altho pinched by cold weather and frost. Oats backward owing to cold weather,—Lewis Bros. & Co.

Kansas, O.—Wheat that is in the ground is in bad shape; much is seeded into oats. The early sown oats that are up look fair but it is too cold. The prospects are for a large acreage of corn.—A. J. Shontz & Son.

Kyle, O.—The growing wheat never looked better at this time of the year. Some corn planted but it is too cold to do much good; cats are coming up and look fairly well, all we need is sunshine and warm weather.—Kyle & Williamson.

Elmwood, O.—Wheat never looked better; has the bright green color that produces heavy wheat. It looks bad for oats and corn. Very little oats sown yet. No corn

planted on account of wet weather. Rained here every three days since Mar. 1.—F. S. Hanley.

planted on account of wet weather. Rained here every three days since Mar. 1.—F.

Hanley.

Massillon, O.—Crops are in fair condition, some improvement shown in the last 10 days.—The Warwick Co.

Columbus, O.—Wheat prospects on May 1 were estimated at 74 per cent; compared with an average, a decline of 13 per cent since the report issued by this Department March 1. The past month, with its freezing weather and cold rains, has been most severe on the wheat plant, hence the decline in prospect. But four counties in the state now report wheat prospect at an average or better. Correspondents, generally, note its unpromising condition, and in many sections of the state a large percentage of the original area seeded will be, or has been, plowed up and put to other crops. The damage reported by the Hessian fly and other insects is of little consequence. As the original area seeded to wheat was below a good average, and deducting from this the area that will be plowed up, Ohio's wheat harvest this year will necessarily be far below a full average crop. The unfavorable weather has seriously retarded farm work and spring crops will go in late. The area seeded to oats this year, compared with last, is 99 per cent, or 1, 759,009 acres. These figures are probably low, as no doubt many correspondents have based their estimates on the amount now sown, without considering the many fields intended for oats, but owing to the unfavorable weather conditions it has been impossible to seed. A greater part of the plowed up wheat area will be sown to oats, although if the season continues backward it will be planted to corn. Spring barley sown compared with last year 85 per cent; sown last fall 25 per cent, sown last spring 75 per cent. Okla,—Green bugs have taken

#### Oklahoma.

Crescent, Okla.—Green bugs have taken the wheat and oats.—Ed. Stobaugh.
Yukon, Okla.—The green bugs have destroyed the small grain and the corn crop is not yet sure.—Yukon Mill & Grain Co. Cushing, Okla.—Crops have been damaged a great deal by the green bug, and a large part of the grain has been plowed up and planted to cotton.—H. N. Ferrin, agt.

Custer, Okla.—The green bugs have damaged the wheat in this vicinty about 50%, but we believe that they have quit working now. Oats are entirely gone.—Custer Milling Co.

aged the wheat in this vicinity about working now. Oats are entirely gone.—Custer Milling Co.

Enid, Okla.—J. R. Marfield, of Marfield Tearse & Noyes, is now making a tour of investigation in the winter wheat territory. He reports that from Wichita to Enid on the Rock Island the green bug, cold weather and drouth have done an astonishing amount of damage. Farmers have plowed up large acreage of wheat and oats and have planted corn. Heavy frosts have occurred nearly every night.

Enid, Okla.—In the southern portion of the Territory the bugs have practically taken everything. However, I might add that the ground planted in oats and wheat will be utilized very largely in corn. The recent rains have encouraged the farmers to plant corn instead of cotton, and I think the acreage of corn will be very largely increased and that a favorable season will bring a bountiful crop.—C. F. Prouty.

Capron, Okla.—We had and have the green bugs in myrlads and had very dry weather up to a few days ago, and some wheat fields have been badly damaged. A few will be failures, but in the main I think the wheat crop damaged not to exceed 10 to 10% and look for as many bushels as last year. Oats and barey were hurt more. Farmers are talking of having to plant corn over on account of cold weather and heavy rains, causing the corn to rot in the ground.—W. L. Carson, mgr. Aetna Mill & Bitr. Co.

Guthrie, Okla.—The acreage of wheat sown in Oklahoma is 8% less than that sown in the fall of 1905. The condition of the area planted was 60.8% on Apr. 15. This does not take into consideration further depredations by the wheat louse. The enormous destruction by the wheat planted bug, is simply appalling. The reports received indicate that that portlon of the original acreage will be entirely abandoned, yet in several of the counties, notably Canadian, Comanche, and Logan, there will be practically no wheat harvested. It is safe to assume that where a damage of

50% and over is reported, that there will not be enough wheat left to pay for the cutting. The acreage of oats was increased 27.4%. Damage to the oats is estimated at 70%; and the percentage of the area of oats that will be plowed up on account of damage by the plant louse is estimated at 62.5. Whenever a field of oats has been attacked the destruction is complete and not in isolated spots as in wheat. The wheat plant louse is responsible for the destruction of the wheat crop to the extent of reducing the probable yield 7,000,000 bus, and practically destroying the entire crop of oats. The wheat plant louse has done considerable damage to the young corn; just how much cannot be determined at this time. The lice will attack Kafir corn, sorghum, and millet and other grasses, but no damage of serious consequence has been reported.—C. A. McNabb, Secy. Oklahoma Board of Agri.

Pennsylvania.

Centre Hall, Pa.—Wheat crops here came out of the winter in fine condition, and at present writing we have never had finer prospects for a big wheat crop.—Foreman & Smith.

#### South Dakota.

Henry, S. D.—Wheat seeding is practically all done here. There is considerable talk about the early seeded grain rotting in the ground. To what extent we do not know altho no doubt there is something in the report. Our spring has been very backward.—G. B. Patterson.

ward.—G. B. Patterson.
Canastota, S. D.—All crops very backward. Some wheat looks good. There has been 25% less wheat and 25% more oats and barley sowed this season. Think there will be very little marketable corn by June. It is getting mouldy and rotten in cribs. Very little small grain here to be marketed. Farmers are plowing for corn when weather will permit.—Wm. C. Schaller, secy. J. P. Schaller Co.

#### Tennessee.

Tennessee.

Nashville, Tenn.—The continued cold and freezing weather during the month of April checked the growth of all vegetation, and practically destroyed all the fruits and early vegetables. It is claimed by some of our crop correspondents that the wheat and oat crops are materially niured, both by the freezes and insects. An unusually large acreage of corn was planted during the month of March, most of which was destroyed by the freeze and will have to be planted over. The condition and acreage of April report for the year 1907 compared with the year 1906 is as follows: Wheat, acreage, 85, against 86 last year; wheat, condition, 81, against 92; oats, acreage, 87, against 85; oats, condition, 81, against 85; conr, acreage, 92, against 90 last year.—W. W. Ogilvie, State Commissioner of Agriculture.

Government Crop Report.

#### Government Crop Report.

Government Crop Report.

Washington, D. C., May 10.—The crop estimating board of the Dept, of Agri, reports the condition of winter wheat to have seen 22.9 on May 1, against 89.9 on Agri, 1, 21 last year and a 10-year average of 85.5. The lowest condition is reported in Texas, 43; against 91 last year; and the highest condition in Pennsylvania, 92, against 96 a year ago. Illinois is the only important winter wheat state reporting a condition as good as last year, 88 per cent. Nebraska at 91 comes within one per cent of being as good as a year ago.

The area of wheat under cultivation is 11.2 per cent less than last year, the reduction of 2,533,000 acres leaving 28,132,000 acres less than harvested last year.

Of the spring plowing contemplated 71.5 per cent was actually done on May 1, against 63.9 per cent ay ear ago; and of the spring planting contemplated 47 per cent has the power of the spring planting contemplated 47 per cent last year.

The condition of winter rye on May 1, was 88; against 92 on Apr. 1, 92.9 on May 1, 1906, and a 10-year average of 89.5.

#### Receipts of Wheat and Corn at Primary Markets.

Receipts of the winter and spring wheat at the leading primary markets since July 1 and prior to May 11 have been 215,000,000 bus.; compared with 213,500,000 bus, for the corresponding period of 1905-6.

Corn receipts for the present crop year have been 166,800,000 bus.; com-pared with 152,300,000 bus. for the cor-responding period of 1905-6.

# Asked-Answered

Renders who fail to find information desired or ony grain trade subject of general interest shoul, send us their query for free publication here. The experience of your brother dealers is worth con

#### IS CORN KILN-DRIED.

Grain Dealers Journal: Will readers of the Journal state whether corn which has been dried in the driers now in use is correctly described as having been kiln-dried? Are kilns used anywhere to dry corn?—E. M. S.

WHAT IS THE FUTURE OF OATS? Grain Dealers Journal: I have my elevator full of good clean oats which I bot at something less than prices now pre-vailing and I am tempted to hold them longer. I would be pleased to read the opinions of other shippers as to the future of the oats market. I can't help but be-lieve in higher prices.—J. R. B.

# ADDRESS OF SECRETARIES OF ASS'NS? Grain Dealers Journal: Will the Jour-

nal please supply us with the addresses of the secretaries of the various hay and grain ass'ns in the middle west?-Dick-

grain ass'ns in the middle west?—Dickinson Bros., Glasgow, Ky.

Ans.: J. M. Brafford, Secy. Indiana Grain Dealers Ass'n, Indianapolis, Ind.; S. W. Strong, Secy. Illinois Grain Dealers Ass'n. Pontiac. Ill.: Geo. A. Welsers Ass'n. Pontiac. Ill.: Geo. A. Welsey. Iowa Grain Dealers Ass'n, Des Moines, Ia.; P. E. Goodrich, Secy. National Hay Ass'n, Winchester, Ind.; J. F. Courcier, Secy. Grain Dealers National Ass'n, Toledo, O.

SETTLING PRICES FOR SURPLUS.

Grain Dealers Journal: I wild be pleased to know what shud be the setpleased to know what shud be the set-tling price for the surplus grain in ex-cess of the amount sold on track? The views of different shippers and buyers will be greatly appreciated. It seems to me that its market value at unloading point day of unloading shud be the set-tling price.—F. M. Bohn.

VIEWS OF EXPERIENCED OPERATORS WANTED.

Grain Dealers Journal: For some time my firm has been considering the advisability of erecting a 1,000,000 bus. elevaplants which are a great improvement over the old plant we are operating. Naturally I have run up against a number of new problems which only experience can solve. If any of the readers of the Jour-nal can throw light on any of the follow-ing questions they will confer a great

I.-How many cars can be unloaded in ten working hours, under usual condi-tions per leg, with a track pit on each side of the leg? (See Figure 1).

2.—How many cars can be unloaded in ten working hours under usual condi-tions if there are three track pits on one side of leg, unloading on belt? (See Fig-

3.—How many cars can be unloaded in ten working hours under usual condi-tions, if there are four track pits on one side of leg, unloading on belt? (See

Figure 3).

4.—Would you recommend unloading cars onto a belt; or would you prefer the old way of unloading from cars on a track into a pit on each side of a leg?

5.—What is the maximum number of receiving legs in length you would recommend for a large terminal receiving louse? This question arises from the fact that elevators used to be built with

eight or ten legs; nowadays the large elevators have three to six legs for re-ceiving grain from cars.

6.—Do you have to break cars if there are only two legs 42 ft. center? Do you have to break cars if there are three or more legs 42 ft. center?

7.-What center spacing would you reccommend for receiving legs, lengthwise of tracks?

8.—How many cars can be loaded per car spout per track? (See Figure 4).
9.—How many car spouts lengthwise

would you recommend for a large ter-minal elevator?

10.—Can you load more cars with four car spouts each on two tracks or with two car spouts each on four tracks?

11.-What has been your experience in on ten in the loading track is located too far from scale to car spout, providing the loading track is located too far from scale to allow direct spouting? In your opinion how many cars may be loaded in ten hours under ordinary working conditions, with arrangement as shown in (Figure 5)?

12.-How many minutes does it take to load a car, with 1500 bushels of wheat, figuring the time for grain to drop out of scale into car?

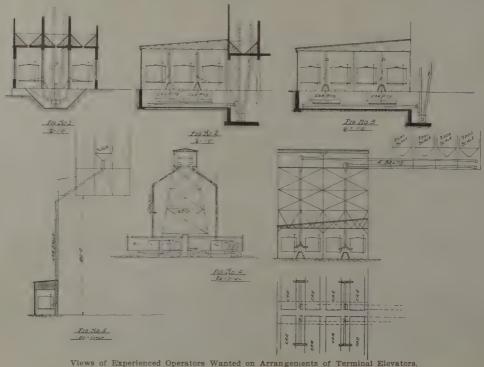
13.—Do you prefer a bifurcated Sand-meyer, or a single flexible spout end?

14.—How many bushels per hour can be carried on a 24" belt conveyor having concentrating rolls, and running at 800 feet per minute? Same for 30", 36" and 40" belts?

15.-What size scales would you rec-

i6.—Do you prefer concrete, steel, brick or tile tanks for tank storage? Why?

Hoping to see the views of many in the next number, I am, yours for improvement, Fred Hammond.



## HAS YOUR DRAFT BEEN TURNED DOWN?

Grain Dealers Journal: I would be pleased to know if A. P. Aldrich & Son, Boston, Mass., are responsible? If any shipper who has had experience can give me any information it will be greatly appreciated. I sold them several cars of grain, but before our drafts were pre-sented the market declined materially and our drafts were turned down. Has any other shipper suffered likewise with this firm? B. C. G.

#### DAMAGES FOR RAILROAD DELAY?

Grain Dealers Journal: Can the Jouror supreme courts where shippers have received damages from the railroad company for delay in the delivery of corn to destination on interstate shipments? We have had a number of cars going to Fort Worth which have arrived hot and in heating condition. These cars were out from 28 to 42 days and the distance is 301 miles.—J. S. Hutchins Grain & Elevator Co., Ponca City, Okla.

Ans.: For delay in transportation of corn the McDurmitt Grain Co. was given judgment by the Texas Court of Civil Appeals for \$361 against the St. Louis & San Francisco Railroad. This decision was fully reported in the Grain Dealers Journal for July 25, 1905, and in the Southwestern Reporter, vol. 87, page 355. This shipment was from Vinita, I. T., to Comanche, Tex., 22 days in transit, and the corn went out of condition.

Other decisions, not identical, but coving the corn was present the corn went out of condition. nal cite us to any decisions of the federal

the corn went out of condition.

Other decisions, not identical, but covering delay in transit, are: Russell Grain Co. v. Wabash R. Co., Kansas City Court of Appeals, 89 S. W. 908. Loeb v. Wabash R. Co., Kansas City Court of Appeals, 85 S. W. 118. C. R. I. & P. Ry. Co. v. C. C. Mill, Elevator & Light Co., Court of Civil Appeals of Texas, 87 S. W. 753. Hardin Grain Co. v. Mo. P. Ry. Co. Kansas City Court of Appeals, 96 S. W. 680, St. Louis Southwestern Ry. v. Arkansas & Texas Grain Co. Court of Civil Appeals of Texas, 95 S. W. 656.

# WHAT CONSTITUTES SHIPMENT TEN DAYS?

Grain Dealers Journal: Last Sept. we sold an Indianapolis firm eight cars of corn. We got all but two of the cars loaded out within the prescribed ten days. The other two cars were loaded out on the eleventh day from date of sale, which was the tenth business day. We claimed this was in fulfillment of our contract, but they refused to accept so we resold the two cars at a moderate loss to another party. Should the first buyer reimburse us for our loss by their refusal to accept?—J. D. Rothgeb & Co., Wellington

imburse us for our loss by their refusal to accept?—J. D. Rothgeb & Co., Wellington, Ill.

Ans.: The buyer is a member of the Indiana Grain Dealers Ass'n and thru it an affiliated member of the Grain Dealers National Ass'n. The company has been a direct member of the National Ass'n and we believe it still is, hence is amenable to the rules of both ass'ns which are the same on this point, to wit.

"Rule 5. TIME OF SHIPMENT OR DELIVERY: In making contracts, a specific time in which shipment or delivery is to be made shall be mentioned. Any given number of days shall mean that the seller shall have such given number of days (excluding day of sale, Sundays, and legal holidays) in which to load grain to apply on a sale for shipment, or to deliver at the agreed destination, grain sold for delivery.

"Grain to apply on a sale for shipment

must be actually loaded, and billing instructions must be furnished the Railroad Company in accordance with the custom then in vogue at the shipping

#### CARRIER HAS TWO NAMES.

Grain Dealers Journal: In the last Journal Abraham & Randolph, of Pres-

Journal Abraham & Randolph, of Prescott, Ia., ask whether the agent of the C., B. & Q. Ry. Co. has a right to accept service in a suit against the C., B. & Q. R. R. Co. for oats lost out of a car shipped to Kansas City, as stated on page 471.

In reply I would state that the agent of one corporation has no right to accept service for another corporation. Even if the agent happened to be agent for both corporations the service would be worthless unless the suit was brot against the right corporation. The Q. System has two names. Shippers intending to bring suit should look on the bill of lading to learn the correct name of the company receipting for shipment.

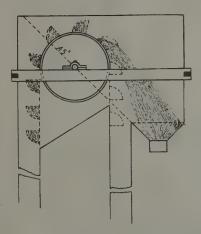
This very question was decided by the

This very question was decided by the Supreme Court of the United States on Apr. 29 in the suit by Robert H. Green against the C., B. & Q. Ry. Co. Green was injured in an accident in Colorado in September, 1905, by the Railway Co. and brot suit against that name in Pennsylvania, but the court refused to entertain his suit because the Burlington is registered in Pennsylvania as Railroad Co.—

#### Construction of Elevator Heads.

BY J. F. YOUNGLOVE.

There is no secret or patent in building elevator heads. The hopper is placed on



a 45 degree pitch from the center of the a 45 degree pitch from the center of the shaft; and there will be no back-legging, provided, of course, the shaft has the right speed. Our limit of speed on this is 35 R. P. M. and the lowest 30 revolutions. I find a great many head pulleys running over 40 R. P. M. This is usually due to not figuring speed correctly—guess work, and they will not work properly. The speed being too great will cause much of the grain to go down the back

The hopper in some heads that receives the discharge from the buckets, is carried up as high as the bridge tree, and this will let from one-quarter to one-half of the grain down the back leg, which is very easily demonstrated, by continuing the line of the leg up to that

# Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write) tnow.]

## GOT SETTLEMENT OUT OF CAIRO COMPANY.

Grain Dealers Journal: Since I wrote the Grain Dealers Journal about the Illiaois Hay & Grain Co., of Cairo, Ill., I have received what they call a settlement for that car of hay, for which I am very thankful.—J. A. Beatty, Delta, Ia.

INSPECTS AND WEIGHS FOR EMPLOYER AND CHARGES SHIPPER 50 CTS. PER CAR.

Grain Dealers Journal: Mr. C. J. Cassle is in the employ of the Illinois Hay & Grain Company, or Leo McDaniel, or both. Cassle is not employed by the Cairo Board of Trade, is not under its jurisdiction and neither of the firms are members of the local board. Leo McDaniel and the Illinois Hay & Grain Company are engaged in the hay and Company are engaged in the hay and grain business at this point, occupy the same office and use the same warehouse.

—I. B. Narvis.

### HIGH BID RECOUPED BY GRAD-ING LOW.

ING LOW.

Grain Dealers Journal: I have shipped a number of cars of hay and one of threshed timothy to the Illinois Hay & Grain Co., Cairo, Ill., and my experience has proved without doubt that the firm and Leo McDaniel are both very tricky, and do not hesitate to lie. McDaniel's correspondence shows within itself where be contradicts his own statements.

Both firms solicited business from methe Ill. H. & G. Co. by using postal card with markets thereon; and McDaniel in a

with markets thereon; and McDaniel in a

with markets thereon; and McDaniel in a somewhat personal way by letter. Both advertised the same 'phone, No. 69, McDaniel using envelopes sometimes advising III. H. & G. Co.

McDaniel refused to pay drafts and it was several weeks before we could get B/L back. Then I ordered all cars recensigned en route except the threshed timethy (as we did not know of any other timothy (as we did not know of any other market for this at the time), but three cars of hay were delivered to Ill. H. & G. Co. thru some neglect of the Illinois Central Ry.

McDaniel refused drafts for the alleged

reason that the shipments were all consigned to Ill. H. & G. Co., and said routing was not correct. He stated in one letter

ing was not correct. He stated in one letter to me that they were separate companies and when cornered acknowledged that he was partly connected with them, either that he did a strictly shipping business and the III. H. & G. Co. a receiving business, or vice versa.

We were to have received about \$12 per ton for the hay loaded on track at this station. Returns on the three cars averaged about \$8 per ton, they having taken out the freight charges and graded it as wet and mixed. One car of this same lot that was diverted and sold to another party at Cairo gave me about \$11 per ton, and on another car that we succeeded in holding at Chicago the returns were about \$11.

were about \$11.

The car of threshed timothy is not set-

tled for to date. Their inspection alleges it to be wet, rotten, bleached and stained, and they refuse to pay anything at all. Several bales of this threshed timothy were put in with the hay and this car liappened to be the one diverted to the other firm at Cairo and was graded as

We have been trying thru an attorney for the past month to obtain settlement.—South Dakota Shipper.

#### FEEDS LOW TO BOOTS AND USES GATE

The tracing of Grain Dealers Journal: Grain Dealers Journal: The tracing of boots and cuts presented by R. I. Pierce, page 470 of the Journal for April 25, illustrates a great deal of guess work. If his cups show a projection of 7 inches, the space between the back and front lining of his elevator leg must be at least 16 inches. This is out of all proportion and out of reason. This space shud not be worse than It justes. more than II inches.

Another thing: What is a gate for, that

is always used for boots? It is to regulate the flow of grain, and the regulation of the flow of grain will fill the cups no matter what kind of grain may be ele-

We have determined from actual experience there is only way to feed to a boot. We have tried the non-chokable boots, but they are made in such a manner that it is very necessary to go at least 2 or 3 feet deeper than with the ordinary loot. The location of most country ele-vators would not admit of this, and again,

vators would not admit of this, and again, are they non-chokable?

By placing the feed to our boots as low as possible the cups pick this up as soon as the grain flows into the boot. We regulate the feed with the gate. By gradually opening the gate and watching your cups, you can easily see when they are carrying their full capacity, no matter what kind of grain you are elevating—some requiring a larger and some a smaller opening. When the proper feed is

shown, the ratchet on your gate will hold it to that position and your feed is regu-

By feeding low in the boot, if anything happens that your machinery stops, the flow of grain immediately stops and positively no choke-up can occur

Experience is a great teacher; and or-dinary common sense will show that this is a fact. Water will seek its own level; grain will not. The only way a choke can occur is for the filled cups to back up and empty into the elevator leg; in that case, of what use is the so-called non-chokable boot?

The spacing of cups is another item of experience. Our custom, for small grain, is to place them 14 inches from the top of one cup to the top of the next one. By regulating the flow of grain with the gate every cup will be filled properly with

any kind of grain.

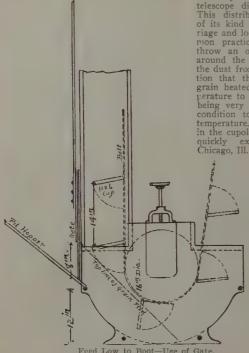
We have a specially constructed head; the fall from the center of the head pulthe fall from the center of the head pulley or shafts to the hopper of the distributer must be 45 degrees in any ordinary size pulley up to 36 inches, which is a very satisfactory size. The speed of our head pulley is never greater than 35 R. P. M.; anywhere from 33 to 35 R. P. M.

P. M.
You will not find any elevator leg that we have built that there is any back-legging, or variation in the fill of grain cups. Our statements are based and derived from actual experience not theory.—Yours very truly, J. F. Younglove, Mason City,

FIRE STARTED BY FRICTION OF GRAIN.

Grain Dealers Journal: Referring to paragraph published under "Grain Trade News" in your last issue regarding a fire in T. H. Bunch Elevator Co.'s elevator at Little Rock, I would say that the item is misleading, and incorrect. I have letter from my superintendent who was there and helped to extinguish the fire. He states that corn was being run continuously thru the scale and thru a metal

tinuously thru the scale and thru a metal telescope distributing spout to a bin. This distributing spout, like all others of its kind is equipped with a floor carriage and loose knuckles, and it is a comriage and loose knuckles, and it is a com-mon practice for elevator employes to throw an old sack or piece of burlap around the spout at this point to keep the dust from flying out. It is a supposi-tion that the continued friction of the grain heated the spout to sufficient tem-perature to set the sack on fire, the sack being very dry, dust laden and in exact condition to ignite and burn at a low temperature. There was no pile of trash in the cupola and the fire was easily and quickly extinguished.—Fred Friedline, Chicago, III. Chicago, Ill.



PLACING BUCKETS ON BELT.

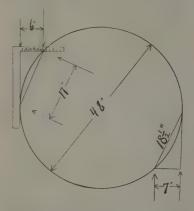
Grain Dealers Journal: In 20 years experience I have tried about all ways of experience I have tried about all ways of placing buckets on belts. I find for shelled corn that the buckets should be spaced 12 ins. apart for a belt speed of 650 ft. per minute. For ear corn I space them about 18 in. apart. I can elevate ear corn as fast as any man can weigh and dump. This I have done on \$100 bet.—Chas. Drake, Flora, Ind.

# SPEED OF HEAD PULLEYS; SPACING CUPS.

Grain Dealers Journal: Regarding the speeding of head pulleys and spacing of cups on elevator belt, would say, a pulley four feet in diameter is about the proper size for the average country grain elevator. However, a pulley of larger or smaller diameter may be used as conditions demand.

ditions demand.

The following rule for speed of pulleys will be found practical and satisfac-



tory for nearly all kinds of grain under ordinary conditions:

A pulley four feet in diameter should run thirty revolutions per minute. For pulleys of less diameter than four feet: When diameter is decreased four inches, increase speed one revolution per

For pulleys over four feet in diameter: For each six inches of increase in diameter decrease the speed one revolution,

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To determine the proper spacing of cups 6x10 inches, take projection of cup on tongue of square, and placing on rim of pulley, bring square around until blade touches rim of pulley. Mark these two points on rim of pulley: Then take square and measure directly across from one point to the other, as shown in illus-

This will give proper distance to place cups on belt for any size pulley, if pulley is speeded according to rule given above. For a cup with an 8-inch projection, place tongue on rim of pulley at 8 instead of 6 and proceed as before.

—W. H. Brockman, Atchison, Kan.

#### BOOT SHOULD BE HIGHER.

Grain Dealers Journal: I have read article in April 25th number, page 470. The idea on placing elevator buckets is very good, but where you empty from

# The GRAIN FALERS JOURNAL

the dump sink to the boot, it is not very satisfactory to us. These should be raised up so that the flow of the grain instead of striking the buckets just below the center of the boot pulley, would strike about half way between the center of the boot pulley and the top of the boot pulley. In this way the grain will be picked up before it strikes the bottom of the boot and is not very liable to choke up.—P. H. Pelkey, Wichita, Kan.

# "KILN-DRIED" GRAIN IS NOT OB-TAINABLE.

Grain Dealers Journal: The use of artificial term "kiln-dried" when applied artincial term 'kiln-dried" when applied to artificially dried corn, is a misnomer. The generally accepted meaning of the word kiln is a structure or oven, for hardening or baking, and this is the first definition of it given in Webster's Dictionary.

definition of it given in Webster's Dictionary.

Dried grain is not baked nor is it subjected to more than a little heat. The process is one of forcing through the body of grain a large volume of warm, fresh air, afterwards cooling it in a blast of cold air. The devices used for drying grain are not kilns nor ovens, but are entirely different in their nature.

Make the term "kiln-dried" obsolete in the use that I have mentioned, and substitute for it a special term descriptive of the exact method by which the grain is treated. This term is "Hess-dried" and broadly this means the drying method with alternate blasts of warm and cold air. Members of the trade who now use the term "kiln-dried" should use instead the term "Hess-dried." This name need not be considered as applying exclusively to grain which is dried in a Hess drier, for all grain driers are operated on the same principle, and it should, therefore, be considered as applying to any grain which is dried and cooled in the manner described.—B. F. Rossan.

#### RECOMMENDS JUTE BA HEATING GRAIN. BAGS FOR

Grain Dealers Journal: We note by the Baltimore Daily Produce Reporter that a cargo of Indian corn shipped to the United Kingdom arrived at its destination in very fair condition and gave considerable satisfaction to the importers because it was in so much better condition than a cargo from Galveston discharged at the same time. As a matter of course corn going from one of our most southern markets during the germinating months is more likely to get out of condition than it wud if shipped from of condition than it wud if shipped from a northern port.

a northern port.

In our experience of thirty years handling corn we find it is far safer to arrange shipments to go out either before or after the germinating period. We believe southern ports are natural outlets for surplus grain of the entire Mississippi Valley, but doubt they will ever attain the prominence they rightly deserve until the handling and preparation of corn for exportation is done with

serve until the handling and preparation of corn for exportation is done with greater care. As country shippers, we find it impracticable to hold shelled corn in our bins during the germinating months and for years have refused to hold any such during the spring months. Many years ago whenever we received damp grain and especially damp shelled corn, we learned that one of the best ways to put it into condition for keeping and to prevent it from heating was to place it in jute sacks and stack them up so that air could circulate about the sacks. We never had any sacked grain heat on our hands; hence we feel cer-

tain that if exporters will sack corn going from southern ports or if they will ship Hess-dried corn, they will make it a much safer business for themselves and

seldom if ever suffer a loss.

Again if dealers who receive damp corn or damp wheat or shud they have it in their possession and be unable to run it thru a drier they can save it by plac-ing it in light-weight jute bags and stacking them up so that air will pass all about them. Second hand bags are as good as new for this work.—E. R. Ulrich & Sons, Springfield, Ill.

#### A 7500 Bu. Concrete Elevator at Dexter, Kan.

The use of concrete in the construction of foundations and basements of country

of foundations and basements of country elevators has become more extensive withm the last year and here and there we find grain men using concrete for the construction of storage bins.

At Dexter, Kan, The Adam-Shrader Grain Co. have a new elevator which is a combination; hopper storage bins being constructed of concrete while the building is frame covered with corrugated galvanized iron. The concrete bin is 28 feet

in diameter and 28 feet high. The working part of the elevator is 80 feet high. The plant is equipped with 15 H. P. Fairbanks-Morse gasoline engine, a 4-ton Fairbanks-Morse wagon scale with solid steel frame, a controlable wagon dump with switch valve at the opening into large receiving sinks underneath, a Victor Corn Sheller of 350 bu, per hour capacity, one N & M roller feed mill, a 350 bu. Fairbanks-Morse Hopper Scale, a Cornwall Cleaner, a meal bolter, friction clutches at engine shaft and line shaft so that power can be quickly cut off.

A 20-inch four ply rubber belt carries grain from sheller to boot by which corn is elevated to the cleaner in the cupola, cobs being spouted to cob house on one side of tank and dust being sent to dust house on the opposite side. The two ele-

side of tank and dust being sent to dust house on the opposite side. The two elevator legs are equipped with 7x12 inch and 4½x7 inch cups.

The plant is managed by L. T. Shrader, son of Fred Shrader, who is a member of the firm. It was designed and its construction supervised by J. W. Heck who claims to be an expert in this line.

Sweden has reduced the duty on corn from 23c to 91/2c per bu.



7,500 Bu. Concrete Elevator at Dexter, Kan.

#### The Pv Duluth Terminal.

After the loss by fire of the Peavey Duluth Terminal Elevator early last year, the Company decided to build a fireproof working house.

It took time to investigate the merits

of the different styles of fireproof and

so-called fireproof elevators, and in due time awarded the contract to The Barnett & Record Co. for a 700,000 bus. strictly fireproof plant.

This elevator has a capacity of receiving and cleaning 100 cars in ten hours and can ship to boats at the rate of 75,000 bushels per hour.

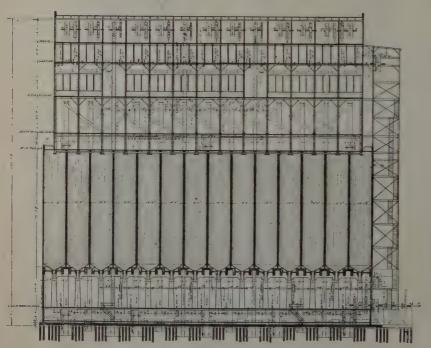
This is the second elevator to be built

ODD DUSINES PET HOUT.

This is the second elevator to be built of the B. & R. Co.'s new type of fire proof working house construction. (The "O" at Harlem, Mo., being the first). The construction of the first story frame supporting the bins being a heavy re-in-forced frame of concrete columns and girders arranged to carry the circular tile bins and the inter-spaces of these

Ö. TOT HOL

End Elevation Pv Terminal Elevator at Duluth.



Side Elevation Pv Terminal Elevator at Duluth. Minn.

bins adjusted to support the steel frame of the cupola.

of the cupola.

As the power house was only partially destroyed and the large concrete storage house remained, the old site and the piling foundation of the former building was used for the new structure.

May 1st, 1906, the work of clearing up the site, covered with great quantities of smouldering grain and other debris, began, and slow work it proved to be. Then all the old concrete piers and boot tanks were removed, and the work of construction was begun. A mattress of reinforced concrete was placed on top of the old piling and any new piling that was found necessary. At the water front a concrete dock was built and 10 ft. back concrete piers, walls and first ft. back concrete piers, walls and first floor of the elevator, then massive re-

floor of the elevator, then massive re-inforced concrete columns, girders and him bottom floor were constructed. "Above this work the circular bins were built of tile reinforced with steel bands, and then the cupola of structural steel inclosed with tile walls. All the windows have metal frames and sash, glazed with wire glass. All the doors are fireproof. The first floor is of con-crete. All other floors on steel supports are fireproof. The first floor is of concrete. All other floors on steel supports are formed of book tile with a cement top finish. All the inside trimmings, such as spouts, leg casings, garners and scale hoppers are of sheet steel. The grain cleaners are all Monitor steel. The machines, with steel dust spouts.

The receiving tracks are all located in a trainshed outside of the elevator, and thus the large floor space is left for cleaning machinery and for the transfer and inspection of grain. The grain is removed from the cars by power shovels in the usual manner and is carried from the receiving pits to the receiving ele-

the receiving pits to the receiving ele-vators by conveyor belts. The Monitor Grain Cleaners are twelve in number on first floor in four sets of three each, a single power trans-

sets of three each, a single power transmission driving each set.

On the second floor of cupola six steel Monitor Flax Machines and one steel Monitor Screenings Separator are located, with steel hoppers above from which they are fed. On this same floor are 13 Mayo spouts by means of which the distribution of the grain is easily made, either to the bins of working house or to the convevors leading to the storor to the conveyors leading to the storage bins.

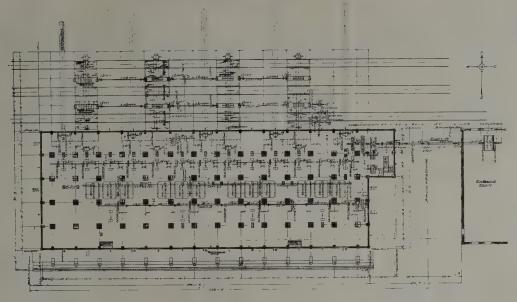
In the next or scale story are located four 2000-bu. and seven 1600-bu., Fairbanks Hopper Scales, with printing and recording beams, and above the scales eleven garners of equal capacity into which the grain is discharged from the elevators. elevators.

The outside walls of the cupola are en closed with two courses of tiling and all floors and roofs are fire-proofed with book tile; the whole plant being entirely

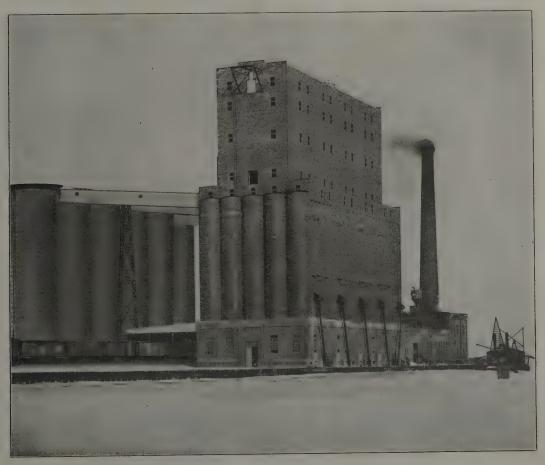
Five 34" belt conveyors connect the storage house with the elevators of the working house, and 4 car loading and 5 boat loading spouts provide facilities for rapid work either in loading cars or

The power plant is practically the same as before except that a fireproof roof takes the place of the former wooden roof, which was burned. A dust house and dust packing machinery has been provided for handling dust not used in the furnaces.

The power transmissions are of ma nila rope thruout, and the whole plant first class and up to date in every respect. It was designed and built by The Barnett & Record Company.



Floor Plan Pv Terminal Elevator at Duluth, Minn.



New 700,000 bu. Tile Elevator of Pv Elevator Co., at Duluth, Minn.

#### Reciprocal Demurrage Upheld by Mississippi Supreme Court.

Shippers everywhere will be delighted to hear that the reciprocal demurrage rules of the Mississippi Railroad Com'isn have been upheld by the State Supreme Court in the following opinion:

Y. & M. V. R. R. Co.

Y. & M. V. R. R. Co.

Keystone Lumber Yard.

Whitfield, C. J.—The part of the rules of the railroad commission under review here is just this part of rule 10:

"Likewise when cars are properly loaded and shipping instructions given, the railroad agent must immediately issue bills of lading therefor, and if said car or cars are detained or held and not carried within twenty-four hours thereafter said railroad company shall be liable to said shipper for the payment of \$1 for each day or fraction of a day that said car or cars are thus detained or held."

This part of this rule establishes what is well known now as the right to make reciprocal demurrage charges. It is insisted by the appellant that the railroad commission had no power to make this rule.

There is no question of interstate com-

There is no question of interstate commerce even remotely involved in this case. The act authorizing this rule is chapter \$2, page \$7, of the Acts of 1898, which provides as follows:

"That all laws, acts and parts of acts giving authority to the railroad commission to supervise common carriers shall also apply to car service associations, or other association governing or controlling ars or rolling stock of railroads at whatever place they do business in this state, and the same penalty fixed by law for disobeying the mandate or orders of the railroad commission shall apply to the car service associations as well as to other carriers."

riers."

The rules in question (a copy of which is attached to the record and which the reporter will set out in full) were adopted June 1, 1904, to be effective June 18, 1904, and the rule here assailed was evidently adopted by the commission under the authority of the said statute of 1898 supral it is also olain from the language of the rule that they were adopted with reference to car service associations operating in Mississippi, and not elsewhere, and were deemed necessary for the proper intrastate supervision of such car service associations.

ence to the service associations.

In Mississippi, and not elsewhere, and were deemed necessary for the proper intrastate supervision of such car service associations.

It is said that the railroad commission has no power to fix charges known as reciprocal demurrage charges. In section 4.291 of the Annotated Code of Mississippi. 1892, it was provided that the commission "may fix all charges and shall supervise and regulate all persons, etc., who may own or operate express, telegraph or telephone and sleeping car companies."

Six years afterwards the Act of 1898, above referred to, was passed. Eight years after that section 4,843 of the Mississippi. Code of 1806 inserted after the words "sleeping car companies" brought fix ward from section 4,843 of the code of 1806 inserted after the words "sleeping car companies" brought fix ward from section 4,843 of the code of 1806 inserted after the words of the Act of 1898 supra in section 4,843 of the code of 1806 as to the supervision of the Act of 1898 supra in section 4,843 of the code of 1906 as to the supervision of car service associations. There can be no fair and rational construction of these statutes denying to the railroad commission the power to make rules as to reciprocal demurrage.

There is no merit in the contention that the commission could only fix these charges after the car service associations have never by any law been required to submit any charges to the railroad commission to hold that that commission is without power itself to originate the charges. We have hereofore said that no question of interference with interstate commerce is presented in any wise by this record.

The case of the Atlantic Coast Line Railway Company vs. Commonwealth, 46

commerce is presented in any wise by this record.

The case of the Atlantic Coast Line Railway Company vs. Commonwealth, 46 Southeastern Reporter, page 911. may be usefully consulted in respect to this contention. The record, however, here presents no such question. It is certainly immaterial whether the commission in Virginia was a constitutionally created department of government, or, as in Mississippi, a legislatively created commission. The

method of creation is one thing; the power given to it is another.

Car Service associations and their right to impose demurrage charges in Yazoo & Mississippi Valley Railrod x. John Carley and their right to impose demurrage charges in Yazoo & Mississippi Valley Railrod x. John Carley and their charges in Yazoo & Mississippi Valley Railrod x. John Carley and and purpose of their existence is to prove a benefit to the consignor, carrier and consignee by expediting the transportation of freight, facilitating the difference of their content of the facilitation of th

with all reasonable dispatch to consignees, in order that they might when unloaded be promptly returned to the carrying of the traffic of the country. The purposa was to keep in constant, rapid movement all the cars railroad companies have, the country over, in service everywhere, on their own lines and interchangeably on other lines, so that the traffic of the country should proceed expeditiously and the things transported by freight cars all over the land be promptly everywhere delivered. In twenty states reciprocal demurrage measures are pending or have been enacted. Nearly all the organizations in the country representing large shippers have asked for reciprocal demurrage. It would correct many of the most serious defects from which the country is suffering. The law of reciprocal dumurrage is founded in the soundest common sense and the highest spirit of equity. If such laws are rigorously enforced we will hear no longer of the freight congestion that has been so grevalent throughout the past winter, of thousands of empty cars standing unused in railroad yards in one section of the country and coal famine in the other for the want of cars.

Reasonable reciprocal demurrage rates, fairly enacted and justly and impartially enforced, will result in a quickened traffic the country over, in a just recognition on the part of the railway corporations of the land of what they owe in prompt freight schedules and an abundant supply of cars to the public at large, and in an equally just recognition on the part of the public of their duty promptly to unload traffic berne to them in cars and send such empties back to aid in further traffic.

We think the action of the court below was correct in every particular and the judgment is affirmed.

# Dissenting Opinion on Elevation

With three different opinions by the Interstate Commerce Commission on the legality of the allowance by the Union Pacific Ry. to the Omaha Elevator Co for elevation and transfer the grain trade is prepared to hear a fourth and yet dif-

ferent decision.

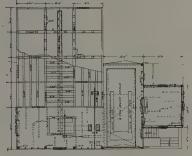
The first decision held that the allowance of 1½ cents was legal, the second that allowance in excess of actual cost was illegal and the third and dissenting opinion, that the allowance is illegal because not extended to all shippers. At this rate the Commission is making fair progress toward the truth; and at some time in the remote future the Commission will recognize that the country shipsion will recognize that the country ship-per is as much entitled to a loading fee as the terminal elevator is to an unloading allowance.

The dissenting opinion by Commissioners Lane and Clements seems to mean a square deal for all and deserves the approval of both shippers and receivers. fellows:

proval of both shippers and receivers. It follows:

The somewhat complex Peavey interests herein Involved I shall refer to as the Peavey Co., and further, for the sake of simplicity, will take Omaha as a typical point. The problem presented may then be stated in this form. The Peavey Company, grain buyer and elevator owner, purchases grain a reside Railpoda. The Peavey Event of the followed in the Peavey Eventor. The succeeding the same peak of the peave the sum and the same peak of the same pe

extends the favor of the contract to a larger number of elevators. Both are discriminatory, ag against all shippers into Omaha excepting those who own elevators and who, for their own purposes as grain dealers, ship the grain to Omaha and there handle it, treat it and sell it. That this is so seems to me evident from the simplest statement of the facts. The Peavey Company buys grain on the line of the Union Pacific and takes out B/L, giving St. Louis as its destination. Why it takes such billing no one can explain. It receives no better rate by reason of following this procedure. The St. Louis billing is, in fact, a sham. It serves no purpose save to give color to the pretense that the grain is on its way to St. Louis and is properly subject to transfer at Omaha. Mr. Munroe, traffic manager of the Union Pacific, testified that his road handles the grain on a local way bill to Omaha, and that upon delivery at Omaha the through B/L is absolutely retired. Omaha is the destination of the grain; not its point of ultimate consumption, perhaps, but its destination from an



Ground Plan of Elevator at Pearl City, Ill.

immediate transportation standpoint. Therefore, as it goes out of the possession of the railroad at Omaha and out of the control of any carrier, it seems to me conclusive that it is not transferred in transit. If then the service rendered is not transfer in transit, what may that service be called which the elevators perform? The prevailing opinion answers this question by calling it elevation, which it defines as unloading grain from cars into a grain elevator and loading it out again after a period of not to exceed ten days, which service, however, "like any other service offered by the carriers to shippers, must be open to all on equal and reasonable

terms." To this admirable definition I take no exception, but its applicability to the facts of this case is not altogether clear. Neither the provisions of the tariff nor of the contract conform to this definition of the contract conform to the contract contract with the Peavey Co. This contract certainly had nothing to do with a service "open to all."

Other elevators at certain Union Pacific termini are also now entitled to this uncading allowance, but the Union Pacific in none of its tariffs offers elevation to gain shippers. It owns no elevators at these points and it holds none under lease, nor does it have an arrangement with any elevator by which the farmer or the commission man or the independent buyer may secure elevation of his grain when carried over Union Pacific rails. All that the Union Pacific has agreed to do, under the fairest construction of its tariffs, is to give to those grain shippers who are fortunate enough to control elevators at Omaha a refund of one and one-quarter cents per bundred pounds for unloading their own grain. The railroad pays the elevator man for unloading his cars, and does not pay the commission man or the miller. This is not what I would designate as an offer of elevation "open to all on equal and reasonable terms." A carrier may certainly provide for unloading "if it does so for all shippers alike," but that is precisely what, in my opinion, the Union Pacific does not undertake to do.

The argument of the prevailing opinion may be thus illustrated: Armour buys a carload of dressed meat in the West and ships it to Omaha, where he places it in a refrigerator awaiting further disposition. Most of this meat is destined to be consumed elsewhere, but he holds it in Omaha and there taken out of the cars by the owner, sorted, eleaned and graded, and, we will assume, shipped eventually to such other markets as he may determine. Should

be but a transportation service to which ali shippers were equally entitled. There are no such facts, however, presented in this case. The billing is confessedly false, the shipment is local and the so-called transfer given is simply an incidental result of the ordinary prosecution of the grain dealer's business. No transportation service is rendered by the owner of the property. He does what he must do if ne wishes the benefit of handling the grain —removes his grain from the car. The principle of this practice is wrong, no matter whether it extends to one elevator in a city or to all and no matter what the amount of the allowance may be. It gives a preference in rates to the elevator owner as against every one else who wishes to ship grain into that market. It is a modern modification of an ancient rebating scheme.

### A 30,000 Bushel Illinois Elevator.

Illinois dealers will never cease build-

Illinois dealers will never cease building grain elevators, altho the state already has too many. There are so many of them that each year many are worn out, others become antiquated and the balance must be thoroly overhauled to permit operators to keep up-to-date.

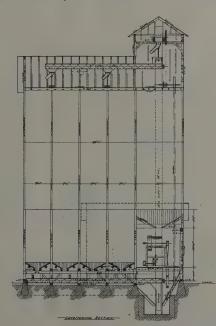
Illustrated herewith is a 30,000 bu. frame house being built at Pearl City, Ill., for F. A. Guentner according to the plans and specifications of Burrell Engineering & Construction Co. When built this elevator will be equipped with a 10 H. P. Fairbanks-Morse Gasoline Engine, a Beall Cleaner and a six-ton dump scale. The gasoline engine will be placed in the first story of the office building which adjoins the drive-way.

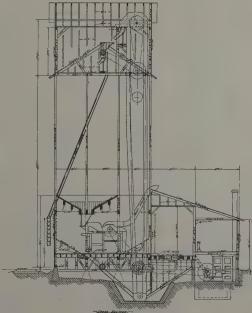
The working part of the elevator is confined to one corner of the house where is located the No. 6 Beall Cleaner, the man lift and the leg with 6x12" cups. This leg is operated by rope drives and by means of a turn head grain is spouted to the bins or to the nine-inch screw conveyor which distributes the grain to the different bins.

An eight-inch well casing placed at an

different bins.

An eight-inch well casing placed at an angle of about forty degrees with flexible spout attached to the outside end is used for loading cars. The elevator is 24x40, of crib construction, covered with galvanized iron.



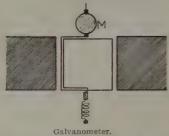


Sectional Elevations of 30,000 Bu, Elevator Being Erected at Pearl City, Ill.

#### Device to Determine Temperature of Grain in Storage.

Electricity, that subtle, indefinable something which plunges under ocean, thru air, everywhere, with messages for human kind, is now being forced to dive into deep grain tanks and bring back temperature of grain, at varying depths, for the cautious elevator operator.

The Zeleny thermometer is an instru-ment for ascertaining the temperatures of



grain in storage, and is especially adaptgrain in storage, and is especially adaptable for testing temperature in inaccessible places, such as centre or bottom of large storage tanks. The plan of the instrument reminds one of the telephone, for the records are taken at a "central" station, and at any time the operator wishes to learn the temperature of a tank, he may "call up" the temperature, by manipulating a contact pin of the switchboard, similar to "central" when she concepts your line with whom you wish to nects your line with whom you wish to

The device consists of a reading instrument and switchboard. Referring to the illustration, the reader will note on the switchboard contact pins numbered 123456789. From each of these pins a wire is run to point where temperature is to be measured. In this case we will suppose it is a grain tank filled with wheat, altho the instrument is used to find the temperature of many other things. find the temperature of many other things besides grain. The insulated, electric charged wires are enclosed in a gas pipe. which in the bin is crossed by a T every ten feet, so the temperature may be measured every 10, 20, 30, or more feet to the bottom of the bin. We are not concerned about the rea-

sons why a temperature is recorded any more than why we understand somebody at other end of telephone, other than to say action of thermometer depends on thermo electric properties of metals used in the construction of circuits.

In order to read the temperature of any given point at "central" the lever of the switchboard is placed on some number, and this places the point of temperature in circuit with the reading instru-ment or galvanometer, which is also connected by wire with point. By switching the lever to numbers corresponding with other points, the temperature of many different places may be ascertained in a very short time.

short time.

The galvanometer has a mirror attachment as shown in illustration (M), which reflects an image of scale into a small telescope shown on reading instrument, thru which operator reads temperature. When electric current flows thru coil of galvanometer, for scientific reasons, mirror deflects amount of intensity of current, depending of course upon the strength of current, which is registered on scale. The line thru the centre of the scale indicates a temperature of 65½ degrees. grees.
While the principle which makes the in-

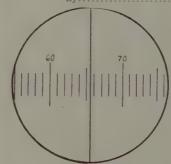
strument register to one-half of one degree, the temperature of a distant point, may be confusing to the layman, yet the Zeleny thermometer is simple in construction, with no complicated parts to get out of order.

The utility of the device is apparent. In large grain tanks where thousands of bushels of grain is stored it is often very bushels of grain is stored it is often very essential to know the temperature at the "bottom of the bin" or in centre, so if it becomes necessary the grain may be moved to keep it cool. On the other hand it is expensive business to shift grain that does not need it, and the thermometer will tell in a few seconds the temperature of grain in tanks 5, 10, or more feet, depending on how bin is wired.

The temperature card provides for a record of temperature every ten feet.

TEMPERATURE CARD TANK NO. 3. Office Temperature. 70.

C 3		·	., ,	
Scale	set			
Tanks.		May I.	May 8.	May 1
Top.				
20 ft.		45°	45°	45°
30 ft.		45° 45°	45° 45°	45°
40 ft.		46°	52°	56°
50 ft.		47°	47°	56° 47°
60 ft.		46°	46°	46°
70 ft.		46°	46°	46° 46°
Bottom		46°	46°	46°
Dottom		Bv	40	40
		Dy		



Galvanometer Scale. It will be noted that the temperature

grain at forty feet varied at the end of each week when record was taken and

of each week when record was taken and demanded the attention of supt.

The reliability of the Zeleny Thermometer is unquestioned. It has been successfully used for the last five years, never failing to give perfect satisfaction. In case of doubt the device may be tested by a mercury thermometer, by placing the record in melting ice, always 32° F. or underneath the tongue, where normal body is 086°body is 98.6°.

### **Books Received**

KAFIR CORN.—"The Non-Saccharine Sorghums," known as red kafir corn, black-hulled white kafir corn, brown dura, Jerusalem corn, yellow milo, milo maize, dwarf milo, red milo maize and Egyptian rice corn, are the subject of a 28-page pamphlet describing the characteristics of pamphlet describing the characteristics of the different varieties, planting, cultiva-tion, harvesting, threshing, yields and utilization of the grain and hay. White kafir corn makes a very good quality of meal and can be used like corn meal for all purposes. Farmers Bulletin No. 288; illustrated; by C. W. Warburton, Ass't Agriculturist, Buro of Plant Industry; U. S. Dept. of Agri., Washington, D. C.

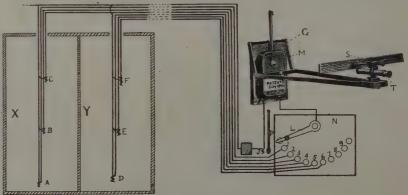
BOY WANTED-If you are fortunate enuf to have a boy in his 'teens full of ambition and formulating ideals of manhood spend \$1.25 for him in the purchase of Nixon Waterman's book, "Boy Wanted." If you are not that lucky get it for the boy you

are not that lucky get it for the boy you dreamed of being and listen to his advice;
Do not lotter or shirik;
Do not falter or shirik;
But just think out your work,
And then work out your "think."
Besides his own quaint advice Waterman has put three excellent marginal quotations on each page, for instance: "Weak men wait for opportunities, strong men make them."—Warden.
"It is endeavor so to live that when

"Let us endeavor so to live that when we come to die, even the undertaker will be sorry."—Mark Twain.
It is published by Forbes & Co., Chi-

cago.

HOPS IN PRINCIPAL COUNTRIES—The supply, foreign trade and consumption of hops in the principal countries, with statistics of beer brewing, are presented in a pamphlet of 34 pages by Eugene Merritt of the division of foreign markets. The hop trade of the United States has been subject to wide fluctuations during the last 25 years, due to the variations in the yield, while the consumption remains constant, the shortage or surplus being adjusted by varying imports and exports. The consumption of hops by brewers increased steadily from 37,600,000 lbs. in the 12 months prior to July 1, 1000, to 41,620,000 lbs. during the 12 HOPS IN PRINCIPAL COUNTRIES 1, 1900, to 41,620,000 lbs. during the 12 months prior to July 1, 1906. In the same time the quantity of beer brewed increased from 39,471,600 barrels to 54,724,500 barrels. Exports from the United States exceed the imports but Germany exports nearly as much hops as Austria-Hungary and the United States combined, while the United Kingdom consumes more hops than any other country in the world, the



Zeleny Reading Instrument and Switchboard.

consumption during 1905 having been 87,-273,000 lbs., in the production of 47,188,-000 barrels of beer. Bulletin No. 50, Buro of Statistics, U. S. Dept. of Agri., Washington, D. C.

THE MAKING OF A MERCHANT is a book treating of sound practical business methods published by Forbes & Company, Chicago. It's author, Harlow N. Higinbotham, is well qualified to write a a very humble position to the front ranks of commercialism. The book is a comment of practical value on the mistakes young men make upon entering business life. While it deals with common place things, they are so entertainingly told, and so vital to success that interest in the business narrative is sustained through the entire book. It retails for \$1.50.

BUILDING CODE.-Uniform building BUILDING CODE.—Uniform building laws thruout the country are strongly advocated by the fire underwriters, to the end that the excessive fire losses in the United States, which are \$2 annually per capita, may be reduced to a reasonable sum. Statistics of 6 European countries show an annual per capita loss of only 33 cents; due to the better building regulations enforced in Europe. As a model to be copied by municipalities the National Board of Fire Underwriters New York. Board of Fire Underwriters. New York, has prepared a complete building code of 266 pages, giving safe specifications for all classes of structures, which is presented to the mayors of all cities over 5,000 population for their consideration.

A TRANSPORTATION CLAIM BOOK published by W. J. Booker, Mem-phis, Tenn., is a record book that is de-signed to facilitate the collection of claims against railroad companies, at the claims against railroad companies, at the same time systematizing the records of such claims. Provision is made on claim sheet for detailed statement of claim, also for certified copy on invoice, and all data necessary to collect claim. It enables the claim agent of the railroad company to push claim rapidily as all details are be-fore him on one sheet with no danger of detachment. A duplicate copy of claim is kept at office of claimant so in case reference to claim is desired all matter is at once accessible. In the back of book there is an index for recording name of railroad, amount of claim etc., thus avoiding entry in ledger of suspense accounts

#### Nebraska Grain Dealers Organize

Operators of grain elevators located along the Missouri Pacific in Nebraska have organized an association for the purpose of securing better shipping accomodations. It seems that many of them have suffered heavy losses during the past season by reason of dereliction of the Missouri Pacific R. R. and shippers now propose to co-operate in the prosecution of their claims for damages. The organization is supported by farmers co-operative elevators along the line as well as by independent and line operators; hence it already has a large membership and it is hoped that every dealer on the line will soon join in the good

Upon the recommendation of the committee appointed at the previous meeting. Pitzer & Hayward have been retained to

Pitzer & Hayward have been retained to prosecute the claims of the members against the Missouri Pacific for failure to furnish cars for shipment of grain.

Permanent organization was effected by the election of W. B. Banning of Union for President; E. A. Duff of Nebraska City, Vice-Pres.; A. B. Wilson of Nebraska City, Sec'y and Treas. The Board of Directors include the three officers mentioned, D. Smith of Elmwood and A. J. Denton of Nebraska City.

Articles of Incorporation were adopted and the company will be known as Grain Dealers Protective Ass'n.

The attendance at the last meeting shows the dealers to be actively interested in the work undertaken and it is expected that a number of suits will be filed soon against the Missouri Pacific.

#### Concrete Grain Storage at Paris, Ky.

Fire proof grain storage is becoming more and more necessary and popular with the natural result that fewer fires are occurring and the amount of grain are occurring and the amount of gram burned each year is sure to be reduced. Illustrated herewith is the 100,000 bu. concrete annex built for E. F. Spears & Sons at Paris, Ky., by Macdonald Engineering Co., who also erected the concrete smoke-stack for same plant.

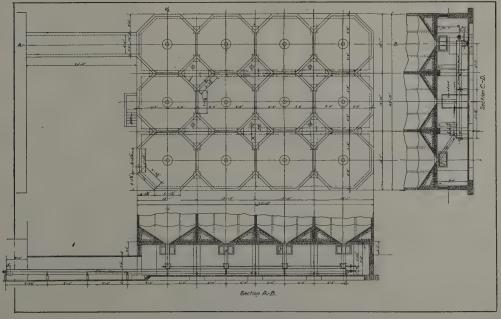
The concrete annex is 42x55′ 10″ by 50 feet high, and consists of twelve hexagonal hopper bottom bins and six square bins in the interstices. The annex is 26 feet from the main building and is connected with it by means of a con-

is connected with it by means of a conveyor gallery above and a conveyor tunuel below the concrete bins. A twelvenet below the concrete bins. A twelve-inch helicoid screw conveyor extends from the main part out over the bins to be intercepted by three screw conveyors of like dimension which meet it at right angles and convey the grain across to the

Beneath the concrete bins are four twelve-inch helicoid conveyors which take grain to the conveyors which runs on about the line of A—B shown in illustration. By the use of these conveyors the grain is scoured and brightened in its transfer. The basement under the bins is 7 ft, 4 in. and well lighted.

The Great Northern Railroad has offered to carry crushed stone free of charge to any part of Minnesota where it is to be used for improving public

It is doubtful if there is more than one dealer who has been sued for damages because somebody's horse got sick and died from eating grain which was stored in the street. This, however, happened to the Seattle Grain Co. in Washington. In view of this remarkable case is the grocer liable when the office boy swipes prunes and gets the bellyache?



Plan of E. F. Spears & Son's Concrete Annex, Paris, Ky.

# Grain Trade News

#### ARKANSAS.

Little Rock, Ark.-The house has passed a bill requiring railroads to main-tain track scales at every point where 100 cars are handled in a year.

Little Rock, Ark.—Chief Clerk Lucas of the house of representatives is said to have been offered \$20,000 to "lose" the Moore-Heartsill anti-bucketshop bill.

Little Rock, Ark.-Dan Daniels and Ed. Farmer have been appointed assistant grain inspectors for the Board of Trade. The hay and grain committee has adopted a new grade of corn designated as "Rea-sonably dry corn."

Little Rock, Ark.—The T. H. Bunch Eltr. Co. has completed the removal of its grain driers from Pine Bluff and is row fully equipped to dry grain rapidly at its Argenta plant. Geo. C. Kaucher, superintendent for Fred Friedline, has charge of the work

charge of the work.

Pine Bluff, Ark.—The Pine Bluff Board of Trade has contracted with the telegraf company for the continuous market quotations on grain and cotton for the exclusive use of members, the private wire firm which formerly supplied the quotations having been compelled by the Moore-Heartsill law to discontinue the wiring of orders out of the state.

Little Book Ark The Grain Comp

wiring of orders out of the state.

Little. Rock, Ark.—The Grain Committee of the Board of Trade met Saturday night May 4 in the Board of Trade building. There were present: Mr. A. J. Rauch presiding, G. Brown, See'y, T. H. Bunch, Dan Daniels, Mr. Shoffner, Mr. Overstreet and C. E. Smith, which was a quorum but was only a small part of the Grain Committee. Mr. T. H. Bunch advocated that the Board of Trade establish a new rule by which the Trade establish a new rule by which the chairman of the Grain Committee was empowered to appoint weighers at the different mills and elevators and issue ofdifferent mills and elevators and issue official weighing certificates, and that he also appoints one of the public scales to weigh grain over wagon scales for the benefit of trackbuyers or brokers who desire to have official weights yet have no elevators. Mr. Dan Daniels argued that the present way of issuing certificates by each buyer of grain was satisfactory and that there was no cause whatever for a change. Mr. Brook of the Brook Milling Co. also argued strongly against a change. Co. also argued strongly against a change, claiming that it would be simply deceiving the shippers, that the shipper in case this change would be made would be receiv-ing an official looking Weight Certificate instead of the present certificate of each individual buyer, and that the shipper would be made to believe that he was getwould be made to believe that he was getting a different kind of weight to what had been given him heretofore, while in fact he would get identically the same weights and issued by the same parties as heretofore, with the only difference that the new certificate would have the seal of the Board of Trade. Mr. Brook argued that if this rule was adopted, it would hart the trade, because in case of shortages at any particular mill or elevator the shippers would place the blame for such shortages on the whole Board of Trade to the detriment of the other buyers. Under the present system, the shipers. Under the present system, the shippers knew what they were getting and in case the weights of any particular buyer does not suit them they would put the blame where it belongs and not on the market. He further argued that the Board of Trade should not stand for such a rule which would practically make no change in the weighing in this market. no change in the weighing in this market, but simply was intended to make the shippers believe that the Board of Trade was supervising the weighing, when in fact there would be practically no change. Such a change would be all right if the Board of Trade would appoint salaried inspectors and weighers, who could be at every elevator entirely disinterested and responsible to the Board, but the volume of the trade does not justify this measure. Mr. Daniel thereupon objected that this rule be passed at the present meeting and that under the rules of the Board of Trade it would be necessary to post this intended change on the Board for a period of thirty days before the matter could be voted on, so that all interested could object. This motion carried. Next the new five dollar per day demurrage law was taken up, and the Board decided to co-operate with the Merchants Freight Bureau to test the legality of this new law, which would work a hardship on all grainmen if enforced.—U. G. H.

CALIFORNIA.

San Jose, Cal.—George Koerber, aged 73, for 25 years a prominent grain and coal merchant, died Apr. 30, after an op-

#### CANADA.

Bender, Sask.—The Northern Eltr. Co. 18 to erect an eltr.

Kennedy, Sask.—The Western Eltr. Co. will erect an eltr. this summer.

Eli, Man.—The eltr. owned by J. O. Smith burned May 2. It contained 6,000 bu. of wheat and a gasoline engine.

Tiffin, Ont.—The Grand Trunk Pacific Ry. has let the general contract for the construction of the 2,000,000 bu. eltr. to the John S. Metcalf Co.

Yorkton, Sask.-The Canadian Eltr. Co.'s eltr. collapsed recently and as a re sult 20,000 bus. of grain spread over the Canadian Pacific tracks.

Ft. William, Ont.—The new eltr. built by the Barnett & Record Co. for the Consolidated Eltr. Co. is electric driven, built of steel and tile thruout and has 800,000 bus, capacity,

Fort William, Ont.—The grain handlers at the Canadian Pacific Ry. Eltrs. recently went on strike for an increase of 3c an hour and caused delay in loading boats until it was settled.

Winnipeg, Man.—The Manitoba Linseed Oil Mills, incorporated, capital stock \$200,000; incorporators, Kenneth B. Stoddart, John Carr, Robert Walter Paterson and John C. Hicks, merchants and, and John Alexander Machray of Winnipeg.

Winnipeg, Man.—Forged bills of lading received recently by the Royal Grain Co. and the Imperial Eltr. Co. from a pretended shipper were discovered to be worthless by reason of the forger having made the car numbers odd, saving the companies \$6,000.

Winnipeg, Man.—The government has graciously permitted Geo. W. Wood to leave the country. When he was arraigned before Judge Walker May 4 there was no prosecution. Wood left \$20,000 with counsel to pay claims, agreed to withdraw his charge of libel against a local newspaper and to leave Canada. The charge against him was that of operating bucket-shop under the name of the Canadian Grain & Stock Co.

Winnipeg, Man.—The hearing of W. J. Gage and others on the charge of conspiracy was continued Apr. 25 to May 6. The hearings held thus far have developed no evidence on which the members of the Grain Exchange could be convicted of controlling arrices. victed of controlling prices. Frank O. Fowler, seey of the Northwest Grain Dealers Ass'n, stated that he gave the country street and track prices daily, but that there was no agreement to abide by these prices

#### WINNIPEG LETTER.

Lethbridge.—The Ellison Flour Mill Co. will build an eltr.

Drinkwater, Sask.—Imperial Eltr. Co. is building a third eltr.

Vegreville, Alta.-W. Parker has sold his eltr. to the Saskatchewan Grain Co.

Port Arthur, Ont.—James Muirhead will build an eltr. here in connection with his new cereal mill.

Winnipeg, Man.—The capital stock of the Export Eltr. Co. has been reduced from \$500,000 to \$389,800.—R. F. R.

Melford, Sask.—A. McMichael has pur-chased the Canadian Northern R. R. storehouse and will turn it into an eltr.—

Port Colborne, Ont.—Structural steel is being laid down for the \$2,000,000 eltr. to be erected by the Dominion Govt, for lightering, owing to the incapacity of the Welland Canal.

Winnipeg, Man.-The council of the Grain Exchange has declared the terminal eltr. at Fort William of the Consolidated Eltr. Co. regular under the rules of the exchange.—R. F. R.

Fort William, Ont.—Work on two huge eltrs. here has begun, a tile structure for the Consolidated Co. and a steel one for the Ogilvie Mills Co. When completed this fall these will increase the city's eltr. capacity by 2,000,000 bus.—C

#### CHICAGO.

Buckley & Co., a corporation, has been

Thomas Bennett & Co. have removed to the Postal Telegraf bldg.

Shearson, Hamil & Co. have removed to the Commercial National Bank bldg.

The R. F. Morrow Commission Co. has removed from 255 to 240 La Salle street.

A complete set of maps has been installed on the trading floor of the Board

Memberships in the Board of Trade have sold recently at \$2,200; against \$1,800 a month ago, and are offered at \$2,500.

Deliveries on wheat were liberal May I on contracts for that month. Receipts for 1,000,000 bus. went to the Albert Dick-

The Keith Eltr. Co., incorporated, capital stock \$25,000; incorporators, Walter W. Keith, Edson Keith, Jr., and James B. Wayman.

S. T. K. Prime, at one time well known as a crop reporter, died Apr. 26, aged 75 years. Two years ago he was stricken

Edward G. Heeman will remove about May 15 to more commodious quarters in the arcade of the new Commercial National Bank bldg.

The inclusion of wheat, rye and barley in the cash grain call with corn is requested in a petition to the directors of the Board of Trade.

The present activity in wheat futures is very profitable to the brokers who are enjoying a larger volume of business than since the "rust" scare a few years ago.

Edwards & Loomis Co., incorporated, capital stock \$35,000; to deal in grain and feed. Incorporators, Sherman T. Edwards, Mazzini Stusser and Fred A. Heffernan.

Chicago has fairly won the name of Corn City of the World. Since July 1 this city has received 21,500,000 bus. more corn than all of the seven other western markets.—E. W. Burdick.

One of the large grain firms kept its pit traders on a brokerage compensation while trade was light; but now that business has enormously increased their men have been placed on salary.

The application of Francis J. Miner for membership in the Board of Trade shows that the anti-bucket-shop laws are forcing the gamblers to quit; and that they must execute orders legitimately on a grain exchange or not at all. Mr. Miner is manager of the Cella Commission Co. bucket-shop at St. Louis, Mo.

A car of barley which is one of the largest on record recently was received by us from Baltic, S. D. On unloading here it was found to contain 100,950 lbs., equal to 2,163.06 bus. of barley. The car was sold at 69c and we collected for it, \$1,451, showing perhaps the largest amount of money paid for a single carload of barley in the history of the trade.—Somers, Jones & Co.

The commission rule of the Board of Trade was amended May 6 to provide that where one member who makes his 'own trades clears through another member he shall pay \$1.25 for each 5,000 bu, of grain, provided the trade is opened and closed within ten days. Otherwise the charge shall be the regular members' rate, less brokerage, which shall be allowed the member making the trades.

The Board of Trade has appointed the following committee to arrange for the entertainment of the Illinois Grain Dealers Ass'n at this city, June 11 and 12: Joseph P. Griffin, chairman; Geo. R. Van Ness, Walter Fitch, Edward Andrew, William S. Warren, George E. Marcy, William B. Requa, David A. Noyes, James Bradley, George T. Sidwell, Augustus J. White, Israel P. Rumsey, Eugene L. Merritt, Philip H. Schifflin, James Pettit, Edward P. McKenna, Edward G. Rymers, Howard B. Jackson, Henry A. Foss, Adolph Gerstenberg, Samuel C. Scotten, Albert A. Somers, George S. Bridge, James Crighton, Henry A. Patten.

Judge Dupuy of the superior court on May 8 decided the suit of Waldo P. Johnson in favor of Milmine, Bodman & Co., who closed out trades in grain and securities when the margin was exhausted and the customer refused to deposit more. Johnson brot suit to recover securities valued at \$7,500, alleging the trades were gambling transactions. But the court held that since the firm executed the orders legitimately on the exchange it could not be required to pay back his losses. In this the court simply affirmed a settled rule of law that orders executed on an exchange are legitimate unless both parties agree that no delivery shall be made.

The grain committee has decided to charge 25 cents for each moisture test by the Grain Sampling and Seed Inspection Dept. The Department will also test anything that comes in from the country at the same price. Dealers who visit this department are pleased with the apparatus and many have expressed their desire to purchase a machine. Already a number of disputes have been settled. One dealer from Ill. came here because he thot his corn ought to grade instead of 4 but after he saw the moisture test he was convinced that he was wrong, declaring that it was worth the trip to Chicago just to see that he was getting a square deal. For No. 2 corn 15½% moisture is the maximum and 19½% for 3 corn.—D. L. Lias, Chief Seed Inspector.

Applications for membership in the Board of Trade have been made by John Mosher, Effingham Lawrence, Peter Fortune, Francis J. Miner, Ezra O. Lloyd and Stephen L. Rufty. Applications for transfer of membership have been made by Charles O. Goulding, Douglas Bradley, Winfield S. Brainard, John L. Fortune, Samuel D. Barlow, Hollis M. Thurston, A. O. Slaughter Estate, Walter Cotter, John W. Gates, Charles A. Pursell and Robert Lindblom estate. The directors recently admitted the following new members: Thomas W. Keelin, Robert B. Ciark, Leeds Mitchell, George A. McClellan, Berend J. Burns, Walter L. Johnson, Andrew J. Clark, F. W. Edwards, Walter E. Rich, J. Fletcher Florentine, Harry L. Winters, Joseph F. Lamy, H. B. Wrenn and H. H. Wickham.

The special committee appointed to investigate the alleged abuses in the public eltr. business has completed its report and submitted it to the directors of the Board of Trade. It has been said that if the report is unfavorable to them the warehousemen will not apply to have their licenses as public eltrs, renewed for another year; but Pres. Sager states that there will be no trouble about regular storage room in Chicago after July 1. The committee's report is a pamphlet of 35 pages, containing a minority report by W. S. Crosby, the correspondence with the railroad companies, the Interstate Commerce Commission and the public warehouse men. The committee, recomments "that the Board of Directors take the matter up with the railway companies and in conjunction with the legal advice of the Attorney of the Board, in view of the recent decision of the Interstate Commerce Commission under the Hepburn Act of the Peavey Case, endeavor to obtain the necessary relief as to storage facilities, if possible, and, in any event, to procure for the Chicago market every facility now and heretofore granted to our competitors by the railway companies, together with whatever facilities they may be required to grant under the "Peavey Decision" in the matter of transfer facilities. That in their opinion the ideal system of transfer and storage facilities are those now furnished by the Atchison, Topeka & Santa Fe Railway Co., through their new eltr. on the south branch of the Chicago River, and that the efforts of the Board should be exerted to the utmost to obtain similar facilities from all of the other railways, and when such facilities are provided under any approved management who are not in any way themselves interested in the ownership of grain eltrs. equipped as this one is should be given preference in being declared regular under our rules, and should have the unqualified support of our members in insuring their success. In view of the fact that some

of the railways do not own any eltrs, in Chicago, and that time will be required to obtain them, either by building or lease, and in view of the near approach of July 1st, your committee feel that they ought no longer to delay in making this report, and that any further action in this direction will carry greater weight and be more likely of accomplishment through the officers and governing body of the ass'n than thru a subordinate committee." The directors of the Board on May 7 unanimously adopted the report of the committee. Later Directors Andrew Bunnell, Bradley, Pres. Sager and Traffic Manager Boyd were assigned the task of carrying out the suggestions of the committee.

#### COLORADO.

Ordway, Colo.—We will erect a grain eltr. at this place in the near future.— Ordway Trading Co.

Rocky Ford, Colo.—We are going to erect an eltr. for grinding and holding corn and another at Sugar City, Colo.—The Lockhart Live Stock Co., Rocky Ford.

Rocky Ford, Colo.—The Swink Milling & Grain Co. has succeeded the Rocky Ford Milling & Eltr. Co. with Claud Swink as manager.—Jas. A. Lockhart, pres. The Lockhart Live Stock Co.

Caihan, Colo.—The Russell Gates Mercantile Co. has let contract to G. H. Birchard for a 20,000-bu. eltr. with a 20-h. p. gasoline engine, 500-bu. hopper scale, No. 34 Barnard & Leas Separator and Wilford Feed Mill.

#### IDAHO.

Boise, Idaho.—Governor Gooding has appointed the following grain commissioners to establish grades for Idaho grains: E. E. Sweet of Grangeville, J. L. Coodnight of Genesee, and C. E. Wood of Genesee. Mr. Goodnight is a grain dealer and miller.

Lewiston, Ida.—About 1,100,000 bus. of grain has been transported this winter and spring on the Snake River by boats of the Oregon Railroad & Navigation Co. There is yet about 400,000 bus. to be moved and officials of the company confidently expect it all to be cared for. This has been a remarkable year for the handling of freight on the Snake River, each of the three boats carrying capacity loads of 70,000 bus. every trip.

#### ILLINOIS

Hayes, Ill.—S. G. Crawford has engaged in the grain business.

Redmond, Ill.—John Lawson has succeeded M. J. Lee in the grain business.

Womac Sta., Barnett P. O., Ill.—G. B. Carrico has succeeded Dugger & Bangert

Douglas, Ill.—The Douglas Grain & Lumber Co. has succeeded J. E. Potter.
Pesotum, Ill.—Condon & Reimke are making extensive improvements to their

Garrett, Ill.—Thomas Abrams has let the contract to Floyd H. Stevenson for an eitr.

Savoy, Ill.—E. E. Derrough of Champaign has taken charge of the Farmers Eltr.

Leroy, Ill.—Coon Bros. of Rantoul took possession of Simon Crumbaugh's eltr. May I.

Lee, Ill.—M. P. Harris has sold his eltr. tc A. O. Anderson who is now in possession.

Block Sta., Sidney P. O., Ill.-McDer-

mott Bros. have engaged in the grain business.

Heman Sta., Warrensburg P. O., III.-E. & W. H. Janvin have succeeded J. C. Hamilton.

Lena, Ill.—The B. P. Hill Grain Co. is having a concrete foundation put in for the new scale.

Hartsburg, Ill.—The Farmers Eltr. is being raised and a new foundation will be built under it.

Cissna Park, Ill.—Emil Baumgartner's eltr. office was slightly damaged by fire Mar. 9 at 11 p. m.

Monee, Ill.—Chas. Schwieso of Peotone township has bot half interest in Ed. Plagge's grain eltr.

Springfield, III.—Adkins' reciprocal demurrage bill was killed in the house May 1 by a vote of 75 to 16.

Milford, Ill.—I have succeeded L. T. Hutchins & Co.—W. H. Hutchins, formerly of Farmer City.

Champaign, Ill.—J. B. Walton & Son have installed an improved Hall Sigraling Grain Distributor.

Ullin, Ill.—Davis & Mowry of Wetaug will erect a small eltr. in time for the new crop.—Davis & Mowry.

Allenville, Iil.—I am general manager of all the grain and coal business here for H. W. Riley.—Chas. E. Ambrose.

Hartsburg, Ill.—The Hartsburg Farmers Grain & Eltr. Co. had the foundation of its eltr. raised, as it had sunk recently.

Pawnee, Ill.—Twist Bros. of this place will erect an eltr. at Kincaid Sta., Holland F. O., and one at Vollentine Sta., no P. O.

Champaign, Ill.—G. H. Spannagel has bot the eltr. and cereal mill of E. D. Vorhes for \$11,000; and will take possession June 1.

Curran, Ill.—Mr. Mundy of Farmersville has bot the eltr. of Hugh McRoberts and will tear it down and build a new one on the same ground.

Warsaw, Ill.—F. E. Sharp has bot the eltr. which he has been operating under lease from Warren & Co. of Peoria.—Warsaw Milling Co.

Charlotte, Ill.—The Farmers Grain Co., incorporated; capital stock, \$8,000; incorporators, Mason W. Freeman, Thomas H. Feely and Joseph Hubly.

Malta, Ill.—Marshall Bros. of Sycamore have bot the eltr. of Van Wie & Moorehead, which was conducted by W. D. Blair for a number of years.

Pearl City, Ill.—F. A. Guentner will build a 30,000-bu. eltr. here this summer. He purchased plans of the Burrell Engineering & Construction Co.

Glenavon, Ill.—Glenavon Grain & Mercantile Co., incorporated; capital stock, \$8,000; the incorporators, T. A. Campbell, O. S. Healea and T. G. Steinke.

Ellis Sta., Armstrong P. O., Ill.—Coon Bros. of Rantoul have succeeded Wood & Wood in the operation of the eltr. recently reported bot by Fred Basse.

Alvin, Ill.—Fred E. Mann, my partner in the firm of Witherspoon & Mann, ran away, leaving a great many debts for me to settle the best I could.—L. M. Witherspoon.

La Place, Ill.—Harry Hathaway, 16 years old, was caught in the grain being moved from one bin to another in V. Hawthorne's grain eltr., Apr. 24, and smothered.

Cairo, Ill.—No member of the Board of Trade charges for issuing certificates

of weight and grade. Shippers doing business with non-members are charged 50 cts. a car.

New members of the Illinois Grain Dealers Ass'n are A. O. Anderson of Lee; McDermott Bros., of Sidney; W. H. Lake & Co., of Chicago, and Nye & Jenks Grain Co., of Chicago.

Springfield, III.—The senate May 8 advanced to third reading Gardner's bill giving the railroad and warehouse commission supervision over the issuance of securities by railroads.

Dongola, III.—The firm of Wright & Baugh Co. has changed its name to J. W. Wright. J. W. Wright has bot the interest of his partners in the mill and eltr.—Davis & Mowry, of Wetaug.

Woodford, Ill.—J. A. Simpson has let the contract to erect an eltr. to H. Lesch & Co. It will have a capacity of 40,000 bus. and will be used for corn exclusively; and the old one will be used for oats.

Peoria, Ill.—A campaign for a Greater Peoria is being conducted by the Peoria Fromotion Club, having its headquarters ir the Board of Trade bldg. Industries of all kinds are invited to locate in this city.

Springfield, Ill.—The senate on May I passed Dunlap's bill providing for the election of the members of the railroad and warehouse commissioners, instead of their appointment by the governor as at present.

Jacksonville, III.—Suits against five firms alleged to be operating bucket-shops were dismissed Apr. 23 by the state's atty., who was discouraged by the acquittal of Oscar Weisenburg of the same charge.

Springfield, Ill.—A bill, No. 384, has been introduced in the house by Durfee to make attorney's fees recoverable when shipper is compelled to sue carrier for loss of shipment, if notice has been given of intention to sue.

Metcalf, Ill.—H. G. Epps has sold his two eltrs, here, also his eltrs, at Cherrypoint, Jessie, Gaimes, Scott's Crossing and Jones, all in Edgar county, to the National Eltr. Co., of Indianapolis, Ind. The reported transfer price is \$100,000.

Peoria, Ill.—Benj. Warren, Jr., died in this city May 5 of brights disease. Mr. Warren was one of the oldest members of the Board of Trade and was head of the firm of Warren & Co. He was a member of the Chicago Board of Trade.

Springfield, Ill.—The grain inspection bill fathered by Chief Grain Inspector W. Scott Cowen and known as No. 848, passed the house unanimously May 3 with the amendments published on page 465 of the Grain Dealers Journal for Apr. 25.

Salem, Ill.—I handled grain in this county for 35 years. It is now a thing of the past. The county has gone in the fruit business, and there is not sufficient wheat, corn and oats raised for home consumption.—Robert Martin, director State Bank.

Sullivan, Ill.—The grain business has never been so dull in this part of the country, in my 24 years of experience. There was a small crop, and much of that was poor quality last year. The very poor has been marketed and what is left is good.—A. P. Powers.

For the annual meeting of the Illinois Grain Dealers Ass'n, at Chicago, June 11-12, a rate of a fare and one-third has been granted by the Western and the Central Passenger Ass'ns on the certifi-

cate plan, from all points in Illinois and including St. Louis, Mo.

Springfield, Ill.—The house on May 3 passed house bill 746, prohibiting warehouse men from delivering or grain inspectors from permitting delivery of grain from warehouses without notice from warehouse registrar that warehouse receipts have been registered for cancellation.

Cairo, Ill.—Mr. C. J. Cassle is not a regularly appointed weigher or inspector under this Board. Neither Leo McDaniel nor the Illinois Hay & Grain Co., is a member of the Board of Trade and they are not governed by the rules of the Board.—P. W. Barclay, Sec'y Board of Trade.

Borton, Ill.—Charles Henn's eltr. was burned April 24. Loss \$5,000; insurance, \$4,800. It is supposed that a spark from the locomotive started it. The eltr. had a capacity of 20,000 bus. At the time of the fire there was only about 200 bus. of corn in the eltr. Mr. Henn expects to rebuild at once.

Minonk, Ill.—Stoddard & Son of this city have let the contract for a 50,000-bu. eltr. that will be modern in every particular. The eltr. is to be cribbed, with iron sidings and a steel roof. It will be equipped with modern machinery, partly consisting of a 25-h. p. gasoline engine, automatic scale, wagon scale, cleaner and other necessary machinery.

Springfield, III.—Representative Pierson's anti-bucket-shop bill was killed by the house on the night of May 8, and a more drastic measure substituted for it, extending the provisions of the bill to Poards of Trade and stock exchanges. The substitute was placed on third reading. It is much like the present law, which has been found ineffective, but the penalty for violation is made a felony instead of a misdemeanor.

Chillicothe, Ill.—A belt which controlled the governor of an engine in the eltr. of the Turner-Hudnut Co. broke last week and the engine consequently was uncontrollable until the throttle could be reached by the engineer to turn off the steam. In the meantime the main driving belt got tangled with the fly-wheel and before the engine was stopped it had wrecked pulleys and shafting and seriously injured Geo. McWhorter, agt.

The Cairo Board of Trade has its appointed inspectors and weighmasters placed at the eltrs. and warehouses of its members and all grain is inspected and weighed under their jurisdiction. Any complaints arising through unsatisfactory service may be reported to the grain committee for investigation as well as arbitration, this service is rendered for the protection of both shipper and consignee. The following grain firms are regular members: Bartlett, Frazier & Carrington, Chas, Cunningham, Cairo Milling Co., H. L. Halliday Milling Co., C. M. Howe & Bro., Samuel Hastings, Redman-Magee & Co., Thistlewood & Co., M. J. Pink & Co., Cairo Hay & Grain Co.

Springfield, Ill.—The pure food bill which passed the house May 3 contains the following sections: Sec. 24. No person shall, by himself or another, either as principal, clerk or servant, directly or indirectly, subject or cause to be subjected any barley, or wheat, to fumigation, by sulphur or other material or any chemical or coloring process whereby the color, quality or germ of such grain is affected. Sec. 25. No person shall, by himself or another, either as principal, clerk or servant, directly or indirectly,

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offer for sale, sell or procure to be sold, any barley or wheat, which shall have been subjected to such fundigation or other process as forbidden by section twenty-four of this act.

Springfield, Ill.—The bill in regard to warehouse receipts prepared by the com-mission on uniform laws and introduced by M. D. Hull as No. 642, provides that a warehouseman, or an officer, agent, or servant of a warehouseman who delivers goods out of the possession of such waregoods out of the possession of such ware-houseman, knowing that a negotiable re-ceipt the negotiation of which would transfer the right to the possession of such goods is outstanding and uncan-celled, without obtaining the possession of such receipts at or before the time of such delivery, shall, except in the cases provided for in Sections 14 and 36, be found guilty of a crime, and upon con-viction shall be punished for each offense by imprisonment not exceeding one year. by imprisonment not exceeding one year, or by a fine not exceeding \$1,000, or by

Springfield, Ill.—As stated in this col-umn Mar. 25 the Illinois Railroad and Warehouse Commissioners have ordered Warehouse Commissioners have ordered the dockage at East St. Louis to cease; and a formal order has been issued, as follows: After a full consideration of the facts we have arrived at the conclusion that no reason now exists for making an arbitrary deduction from the actual weight of all grain weighed at East St. Louis and Venice. On the other hand, when an unusual amount of dirt or foreign matter is found inseparably mixed when an unusual amount of dirt or for-eign matter is found inseparably mixed with the grain, reasonable deductions should be made on account thereof. It is therefore ordered, that the order of this Commission, entered Aug. 9, 1905, is here-by cancelled. And it is further ordered, that no dockage from actual weights shall be allowed on in-coming or out-going grain at East St. Louis and Venice, ex-cept when unusual dirt or foreign matter is inseparably mixed with the grain, in which case it shall be the duty of the of-ficial weighers of the grain to determine the amount of unusual dirt or foreign matter and to weigh the entire contents of the car. All allowances for unusual dirt or foreign matter shall appear on the face of the certificate issued for such car or cars.

# ROYALLY ENTERTAIN GRAIN DEALERS.

Jos. Griffin, chairman of the entertainment comite of the Chicago Board of Trade to provide ways and means for entertaining the grain dealers of the state of Illinois during their convention here in June, says the Board intends to entertain them elaborately.

There are several things under consideration for the amusement and delectation of the visitors. One is an automobile trip to Ft. Sheridan, twenty-five miles north of Chicago. The comite is endeavoring to get the government to have a special drill of the troops the day they will be visited by the dealers. If this plan is carried thru it will mean that at least 100 automobiles will line up for the trip along beautiful Sheridan drive.

S. W. Strong, secy. of ass'n, says there will be 450 dealers and their families here. Much enthusiasm is being shown among them in anticipation of the event, and a great meeting is expected. eration for the amusement and delectation

#### INDIANA.

Cammack, Ind.—I have just completed an eltr.--John Howell.

Plainville, Ind.—Killion & Mills have resumed the grain business.

Sharpsville, Ind.—Batchellor, Fox & Davis will overhaul and improve their

Westville, Ind.—Rogers & Link are pushing their plans for the erection of their eltr.

Anderson, Ind.—The Lambert Co. is erecting an eltr.—H. D. Johnson, agt. Goodrich Bros., Chesterfield.

Indianapolis, Ind.—The Indiana Millers State Ass'n will hold its annual meeting at the Claypool hotel May 14 and 15.

Kentland, Ind.—The Kent Grain Co. has had sketches made by Fred Friedline for remodeling and repairing its eltr.

Hebron, Ind.—M. J. Brown will erect a grain eltr. this spring near the Pan-handle station. The eltr. will cost \$8,000.

Knox, Ind.—C. V. Ferver on May 7 bot thru John A. Rice the eltr. on the I., I. & I. R. R. of the J. T. Sims Grain

Kankakee, Ind.—Walter Rich, who is engaged in the grain business at Remington, Ind., has removed his family to this city for school advantages.

La Porte, Ind.—Simon S. Bosserman died Apr. 20, aged 60 years. He leaves a widow and two daughters. He served as county treasurer for two years.

Indianapolis, Ind.—Sec. 6 of the new shippers law will become effective June 9. This section requires cars to be fur-nished 48 hours after they are ordered by

Indianapolis, Ind.—The Continental Stock Food Co., incorporated; capital stock, \$10,000; incorporators, Robert N. Buchanan, E. E. Buchanan and F. B. Hysell.

Indianapolis, Ind.—The annual midsummer meeting of the Indiana Grain Dealers Ass'n will be held June 26 in the assembly hall of the new Board of Trade bldg.—T. A. Morrisson, Pres.

Jonesboro, Ind.—Van Valer & Neill, of the Jonesboro Milling Co., will erect an eltr. of 5,000-bu. capacity, as soon as arrangements can be made for putting in a switch from the Big Four Ry. tracks to the plant.

Lynn, Ind.—Geo. W. Slick has bot the eltr. of Owens Bros. It will be operated under the name of The Lynn Mill & Eltr. Co. J. E. Owens will move to Greenville. O., and will rest up awhile from the grain business.—Owens Bros.

Indianapolis, Ind.—A receiver has been asked for, to take charge of the affairs of the Puritana Cereal Co. by Lula B. Kidd who filed suit in Superior Court May 3. Mrs. Kidd charges mismanage-May 3. Mrs. Kidd charges ment and wasting of property.

Evansville, Ind.—Maulding Bros. of Dahlgren, Ill., will erect a large grain warehouse. The ground has been bot for \$1,600. The contract has been let and the building will be completed at once. It will be 250x50 and 60 ft. high.

Riverside, Ind.—I have resigned my position as manager for the Crabbs, Reynolds, Taylor Co., and after a month's rest will take possession of the eltr., which I have purchased in the central part of Indiana June 1.—W. W. Pearson.

Lafayette, Ind.—Work is to begin in Cctober on the new experiment station building for which the legislature appropriated \$100,000. The experiment station is to be allowed the use of one of the large buildings on the state fair grounds, enabling Purdue University to extend its work.

Roby, Ind.—The Witherspoon-Englar Co., Chicago, has incorporated under the laws of this state, being the first foreign corporation entering Indiana to comply with new foreign corporation act. The company will erect an eitr. at this point for the Western Glucose Co.

Indianapolis, Ind.—All members of the grain trade in the Hoosier Capital are now comfortably located on the 6th, 7th and 8th floor of the new Board of Trade bldg., a handsome structure of reinforced concrete. It is expected to have the building completed some time next month and celebrate the event by a grand open-

Huntertown, Ind.—The Berne Grain & Hay Co. is a firm believer in the value of Hay Co. is a firm believer in the value, of barrels of salt water for quick extinguishment of fires, since prompt use of the barrelfulls on each floor saved its eltr. at this place. A hot box started the fire, which burned out the inside of the cleaner. The 900 bus. of corn and 550 bus. of wheat wet were shipped to Toledo as salvage by the insurance companies. "We count ourselves fortunate," writes Mgr. C. G. Egly.

Indianapolis, Ind.—Under the new pure feed law every package or sample of feed nust be tagged with the number of pounds, the brand, name and address of manufacturer and the guaranteed analysis. Each package must bear a stamp sold by the state chemist at Ic each per 100 lbs. By Jan. I each year every manufacturer or dealer is required to file with the state chemist a sworn statement showing the amount of sales of each brand. The fine for adulterating feed is \$50 for the first and \$100 for subsequent offenses.

Indianapolis, Ind.—Jordan & Montgomery engaged in the grain commission business May 6 with offices in the Board of Trade bldg. The new firm is composed of L. H. Jordan and F. M. Montgomery. The former is a member of the firm Jordan & Conarroe of Colfax and Bowers, Ind., and of Jordan & Son, operating the mill and eltr. at Kempton, Ind.; and Mr. Montgomery was with the Bassett Grain Co. 11 years, 10 years as secy, the two members of the firm thus combining long experience in the country grain business experience in the country grain business with a thoro familiarity with the receiving business.

Indianapolis, Ind.—The Shipper's law provides that within 60 days after it takes effect, which will be June 9 according to a recent decision of Railroad Commission, the railroads of the state shall provide at each station a special record, uniform at all points, for ordering cars. The car record required under Sec. 6 of this new bill, is designed to facilitate the movement bill, is designed to facilitate the movement of cars, as well as force companies to supply empties for shippers. The form prescribed provides for entries by both shipper and local agent. The shipper's blank includes places for the number, kind and size of cars ordered; the date ordered and the date desired; purpose for which the car is to be used, the route of shipment, all to be signed by shipper. The form for the local agent includes date the car is set, date car is asked for, the initials and number of the cars and date billed. Some space is also left for "remarks." Above the blank, on each page of the book the law requires the following to be printed: 4"This record is required by law to be kept in this office. Demand for cars for shipment to points in this state can only shipment to points in this state can only be made on this record, or by letter or clegram, filed with the agent. The law requires cars to be furnished within fortyeight hours after 6 o'clock p. m. of the day they are ordered. If cars are not required at the end of 48 hours, they must be furnished when required. If cars are ordered by telephone the local agent may record it here (in the blank for shippers' entries), but the consignor must sign the record or confirm the order in writing or by wire before cars are wanted. Cars ordered in writing or by wire should be entered here by local agent and reference made to file for copy. It is a crime, punishable by a fine of not less than \$25, or more than \$50, for any person to make a false entry in this record or alter, change or mutiliate any entry made therein, or for any party to record a demand for cars not required, or for more cars than are required, or to duplicate an order for cars reviously demanded and not furnished. All entries should be in ink." Some little time yet must elapse before the railroads have conformed to the provisions of the new law but the adoption of the form for recording demands for cars is one step nearer to working order.

#### INDIAN TERRITORY.

Amber, I. T.—H. W. Cole will erect an eltr.

Big Cabin, I. T .- J. S. Madison will erect an eltr.

Bradley, I. T.—We anticipate putting in a larger engine and meal burrs.—Bradley Fltr Co.

Claremore, I. T.—We will rebuild eltr. and put in a corn and feed meal outfit.—Oswego Seed & Grain Co., Oswego, Kan.

Mounds, I. T.—C. F. Borgett & Son's eltr. burned at noon Apr. 19. The fire started in the cupola supposedly from a hot box on the corn cleaner. The building was completely destroyed. The loss on grain was about \$4,000. Insurance, \$7,500.

#### IOWA.

Wellsburg, Ia.—The Farmers Eltr. Co. will erect an eltr.

Doon, Ia.—The Peavey Eltr. Co. will enlarge its two eltrs.

Roland, Ia.—I have succeeded Erickson & Larson.—Jacob Erickson.

Neola, Ia.—C. H. Cooper's eltr., which was burned Dec. 24, will be rebuilt soon. Cherokee, Ia.—The Western Eltr. Co. will install an improved Hall Signaling Distributor.

Schaller, Ia.—The Northern Grain Co.'s eltr. was burned May I, with about 10,000 bus. of grain.

Lohrville, Ia.—We are preparing to put a cement foundation under our eltr.— Farmers Eltr. Co.

Sioux City, Ia.—Our general office was removed May 1, from Fonda to this city.—Tiedeman Eltr. Co.

De Soto, Ia.—Harry I. McCombs is preparing to rebuild his eltr. which was burned last summer.

Royal, Ia.—The 25,000-bu. eltr. for the Minnesota & Iowa Eltr. Co. has been completed by L. O. Hickok.

Stratford, Ia.—Chris Williams is having a larger storage made in his eltr. by the Younglove Construction Co.

Radcliffe, Ia.—The Farmers Eltr. Co., incorporated, capital stock \$4,000; incorporators J. C. Aherns and others.

Marathon, Ia.—The Farmers Grain Co., incorporated, capital stock \$25,000; incorporators, M. C. Starrett and others.

Alburnette, Ia.-G. B. Gitchell & Son

have started their up-to-date eltr. recently completed by Chas, E. Newell.

Wesley, Ia.—The Farmers Co-operative Co. is talking of erecting another eltr. as the other eltr. companies refuse to sell.

Berlin, Ia.—Ploog Bros.' eltr., lumber yard, offices, corn cribs and coal sheds burned Apr. 27. Loss, \$8,000; insurance, \$3,800.

Armstrong, Ia.—The Farmers Co-operative Co. has let the contract to the Younglove Construction Co. to build a larger storage.

Council Bluffs, Ia.—Pres. E. H. Merriam of the Commercial Club is considering the advisability of establishing a freight bureau.

Indianola, Ia.—The grade and weight of my shipments to the Illinois Hay & Grain Co., Cairo, Ill., were not satisfactory.—F. C. Sigler.

Burlington, Ia.—The Derby Mill & Eltr. Co. has changed its name to the Derby Mills Co. and increased its capital stock from \$100,000 to \$180,000.

Akron, Ia.—The Farmers Eltr. Co. has been organized, and it is trying to get a site to build an eltr.—L. F. Hodgson, agt. Harrington Grain Co., Merrill.

The Iowa Grain Dealers Ass'n has renewed its monthly crop reports. The more dealers reporting, the more reliable will the state reports be. Get busy.

Whiting, Ia.—F. E. Smith of Memphis, Tenn., has bot the eltr. of George H. Elliott & Son. Mr. Elliott has been engaged in the grain business here over 30 years.

Spencer, Ia.—The Co-operative Farmers Grain & Coal Co., incorporated; F. H. Black, pres.; W. B. F. Hilmar, sec.; W. F. Torbert, treas., to buy or build an eltr.

Marcus, Ia.—We contemplate building an oat house of 15,000 to 20,000 bus. capacity on the site of our old house and are receiving plans and bids.—Edmonds, Freeman & Co.

Jefferson, Ia.—The Farmers Eltr. Co. has been organized, and about \$6,000 has been subscribed. J. E. Stewart, pres.; Alfred Lamb, vice pres.; and W. A. McDonald treas

Laurens, Ia.—The farmers have bot the Welis-Hord Grain Co.'s eltr. and will take possession June 1. Frank Mathes will be manager.—Wilson Hinkley, agt. Tiedeman Eltr. Co.

Fairbank, Ia.—W. B. Agnew, pres. and owner of a controlling interest in the Agnew Grain Co., operating eltrs. at Oelwein, Fairbank, Dunkerton and Glasgow, died at his home here on May 2.—H. Ross Agnew.

Aurelia, Ia.—Work has commenced on what is to be the largest eltr. on the I. C. R. R. between Sioux City and Chicago. It will be operated by a company of farmers who have let the contract to Chas. E. Newell.

Clinton, Ia.—Since the opening of the Clinton Sugar Refining Co.'s plant this city has become a corn market. Eight thousand bushels of corn will be consumed daily in the manufacture of glucose, starch, gluten food and by-products.

Hansell, Ia.—Another farmers eltr. meeting was held recently and the following officers were chosen: W. H. Harrison, pres.; J. V. Blackford, vice pres.; E. Van Wert, secy., and A. C. Wolf, treas. The company has about \$3,000 raised and will either buy or build at once.

Ankeny, Ia.—The Farmers Eltr. Co. is erecting a 15,000-bu. eltr. at Alamann, a new station 6 miles northwest of Elkhart.

The eltr. has a storage room 20x24 on one end for the handling of feed, containing a No. 1 Wilford Feed Grinder. The eltr. is equipped with one 10-h. p. Howe Gasoline Engine, one 5-ton Howe Wagon Scale, 60-bu. hopper scale and stand of eltrs. with 11x6 cups. C. E. Bird & Co. have the contract.

Fairfield, Ia.—Geo. D. Henry has brot suit against the Chicago Record-Herald, which newspaper originated the report that he had departed suddenly, owing Chicago receivers on 185,000 bus. of corn sold for February and March delivery. Mr. Henry declares that the story is wholly false, malicious and printed without an investigation of the facts, and that he has suffered great injury from it. His suit is for \$50,000 damages.

Cedar Rapids, Ia.—The Monarch Malt & Grain Co., capital stock \$300,000, is to build a fireproof malting plant to turn out 1,800,000 bus. of malt annually, using the Ilant of the Bosch Consumers Barley & Mait Co. as a nucleus. The officers are C. G. Bosch of Minneapolis, Minn., pres.; A. J. Eliel, vice pres., and J. F. Gloe, seev. and treas. E. G. Potter of Minneapolis has become interested in the company and is taking subscriptions to the capital stock.

Des Moines, Ia.—Among the laws enacted by the last legislature are the following: Making warehouse receipts negotiable and providing for the regulation of warehouses; authorizing the railroad commission to investigate rates; authorizing reconsignment without extra charge; enlarging the powers of the railroad commission and allowing it to go before the Interstate Commerce Commission; S. F. No. 237, providing for scales and the weighing of commodities transported in carload lots and the furnishing of certificates of weight by common carriers; S. F. No. 18, to prevent fraud in the sale of seeds and commercial feeding stuffs.

Des Moines, Ia.—The Iowa Board of Railroad Commissioners has recently advised Secy. Geo. A. Wells that it is perfectly proper for the Iowa Grain Dealers Ass'n to make complaint to the Commissioners under sections 2134-5-6 of the code, which provide that the Board shall require the carrier to satisfy the complaint, whether it be of discrimination or of failure to supply cars, and that when any common carrier neglects to obey a requirement of the Board, any person may apply to the court for a hearing. This law is made more valuable by the Whiting Bill S. F. No. 305, which was introduced by the Iowa Grain Dealers Ass'n, placing the burden of proof on the railroads to show why cars cannot be fur-

Sioux City, Ia.—The Sioux City Terminal Eltr. Co. began work the latter part of April on the buildings of their large eltr. The excavations have been completed and the work is progressing in good shape. The company purchased two lots adjoining present site on which they may build storage tanks, or in case there is a demand for them as a site for another elevator they would be disposed of for that purpose. This city is attracting a great deal of earnest attention as a grain center, and A. L. Beardsley, pres. of the Commercial Club fully expects that two more large terminal eltrs. will be started here within the next year. Railroad authorities have assured members of eltr. company that satisfactory rates will be given them, and they confidently expect to get good rates to Gulf and Atlantic scaboard

Hampton, Ia.—Now in some places

there is an occasional grain merchant who is so grasping that a reasonable profit will not satisfy him and a co-operative eltr. is justifiable, but these eltrs, are not organized in many places in this state because of any grievance of the farmers. They are being worked up by a dishonest commission company of Chicago who have been turned down by the grain men of Iowa, and now they are sending representatives out here and distributing discontentment among the people, and with the assistance of a so-called co-operative man who gets his pockets lined by this Chicago house, they are going over the state putting in as much time trying to work up this co-operative business as some smooth western solicitors do in trying to sell blue sky or mining stock.—

Hampton Chronicle.

#### KANSAS.

Norton, Kan.—Blair & Son are erecting an eltr.

St. John, Kan.—The St. John Eltr. Co. incorporated.

Abbeyville, Kan.—The Citizens Grain Co. incorporated.

Oswego, Kan.—We will put in a corn and feed mill.—Oswego Seed & Grain Co.

Ray, Kan.—The Ray Grain Co. is erecting an eltr.—A. W. Lenagar, agt. Pacific Fltr Co.

Alden, Kan.—Geo. Ross is going to erect an eltr. this summer.—M. P. Shaak, Sterling, Kan.

Stark, Kan.—I have sold my grain and milling business to T. E. Henson.—Thomas Wells.

Oakley, Kan.—Improvements will be made by the Hoffman Eitr. Co.—W. H. Wight, agt.

Climax, Kan.—M. E. Williams is having an eltr. erected by the P. E. Pelkey Construction Co.

Tyro, Kan.—The Farmers Eltr. & Mercantile Co. has bot the Home Grain Co.'s eltr:—Price & Stenson.

Climax, Kan.—M. E. Williams has let the contract to the P. H. Pelkey Construction Co. to erect a 15,000 bu. eltr.

Ellinwood, Kan.—I have removed from Hutchinson to Ellinwood, where I have gone into the grain business.—L. W. Peck.

Larned, Kan.—S. A. Arnold has given P. H. Pelkey Construction Co. the contract for machinery and engines for his eltr.

Sylvia, Kan.—The Sylvia Grain & Supply Co. will erect a 10,000 bus, eltr.—P. H. Pelkey Construction Co. has the contract.

Sabetha, Kan.—T. E. McFarland bot the eltr. of J. F. Lukert and sold it back again to Mr. Lukert in a week.—B. F. Roberts.

Liberal, Kan.—The Inter-State Mill & Eltr. Co. has let the contract for a 10,000-bu. eltr. to the P. H. Pelkey Construction Co.

Bogue, Kan.—The Hoffman Eltr. Co. is erecting a 20,000-bu. cribbed eltr. for which the P. H. Pelkey Construction Co. has the contract.

Garfield, Kan.—The Farmers Eltr. Co. is having new machinery and engines put in its eltr. by P. H. Pelkey Construction

Hays, Kan.—Hoffman & Sons of Enterprise who recently bot the farmers eltr., are having it overhauled and put in first class condition.

Wilson, Kan.-The Wilson Grain &

Commission Co. has awarded the contract to the P. H. Pelkey Construction Co. for a 25,000-bu, eltr.

Rydal, Kan.—Work has begun on Bert Ainsworth's eltr. He is having the old one torn down and will erect a larger one in its place.

The Missouri Pacific made an average reduction of 2c per 100 lbs. May 1 in rates on grain from points in Kansas to the south and east.

Offerle, Kan.—The Walnut Creek Mill & Eltr. Co., of Great Bend, expects to erect an eltr. here this spring.—J. H. Kimes, agt. Kansas Grain Co.

Searville, Kan.—The Farmers Co-operative Shipping Ass'n has quit business, and a local farmers organization is negotiating for their eltr.—Geo. H. Steele, agt. Rock Mill & Eltr. Co.

Wichita, Kan.—The Kansas Millers Ass'n and its branch bureau of information has been given until May 15 to answer injunction proceedings started in district court by Attorney General Jackson.

Independence, Kan.—The Rea-Patterson Milling Co. has let the contract to P. H. Pelkey Construction Co. for a 35,000-bu. eltr. here, and for one of the same capacity at O'Herin Sta. (Montgomery P. O.).

Spearville, Kan.—The Farmers Eltr. & Supply Co. is successor to the Farmers Co-operative Shipping Ass'n and will continue to operate the eltr. the same as before.—A. R. Upp, mgr., Farmers Co-op-Shipping Ass'n.

Athol, Kan.—The Athol Farmers Eltr. Co. is erecting a 23,000-bu. eltr. with a ro. h. p. Fairbanks Gasoline Engine, 500 bu. hopper scale and No. 34 Barnard & Leas Separator. G. H. Birchard has the contract. The building is to be iron-clad, and rope transmission will be used.

Gorham, Kan.—The Farmers Co-operative Ass'n on May 4 brot suit against the Union Pacific R. R. Co. to recover \$215 damages for shortages in shipments of wheat from Gorham to Topeka. Grain valued from \$5 to \$56 was stolen from each of 10 cars in transit, due to the alleged negligence of the trainmen.

Utica, Kan.—There are three eltrs. here. One of them belonged to the Farmers Ass'n which went broke. Ten farmers have bot the eltr. and will buy their own wheat and some besides. I have not learned what they are going to call themselves. I buy wheat here for the La-Crosse Lumber & Grain Co. and the Thorstenberg Grain Co.—R. C. Webster, Jr.

Anthony, Kan.—A company of wealthy farmers is trying to buy the farmers eltr with a view of operating it for their own use and putting in a stock of coal for their own use. If their bid is accepted a company will be organized with a capital stock of \$5,000. Some of those interested are George and M. F. Evans, John and Charles Cornick, John D. Brown and others.

Kansas City, Kan.—The remodeling of the Meriwether bldg. for the occupancy of the Board of Trade of Kansas City, Kan., has been begun. A number of former members of the National Board of Trade have bot memberships in the Board, and it is said the National will remove its quotation factory from the Missouri to the Kansas side. The Christic Commission Co. bucket-shop has engaged quarters in the building.

Humboldt, Kan.—The green bug is devastating the wheat in Allen county. The parasite is doing some good work against

odds, however. The cold dry weather is hard on the parasite but meat for the bug. Some of the farmers who have used them say that the bugs are less numerous, and there is no doubt the parasite can do the work. Many farmers have sent to Prof. Hunter at Lawrence for some of the insects. The lady bug is also doing its share of the work of extermination, and it is hoped the larger part of the wheat crop will be saved.—Dickinson Bros.

Topeka, Kan.—Lower grain rates as provided for in the maximum freight law passed by the last legislature went into effect May 2. The new tariff fixes the rate at 85% of the old tariff rates on grain and grain products. The new distance tariff on wheat and its products is as follows: 10 miles and over 5½c; 50 miles, 7c; 100 miles, 9c; 150 miles, 12c; 200 miles, 13c; 250 miles, 13½c; 300 miles, 14c; 400 miles, 15c; 450 miles, 17c; 500 miles shows important reductions in all rates from interior to Missouri river and southern points.

Topeka, Kan.—The Hargrave Grain & Live Stock Ass'n, which instituted mandamus proceedings against the Missouri Pacific Railroad to force it to build a side track to eltr., received a shock when the railroad company withdrew its demurrer and filed an answer in which it declared Hargrave Grain & Live Stock Ass'n was a trust and had no standing in the courts. The organization is composed of farmers of Rush county, that have joined forces and agreed to sell their grain only at some point where association is doing business. This the Mo. P. declares is an unlawful combination in restraint of trade. The outcome of the contest is awaited with interest for there are many such combinations in all parts of the country.

Lawrence, Kan.—Grain dealers, farmers, Prof. Hunter of the State Unv., Bell Telephone Co., Wells Fargo Express and an innocent little green bug devouring bee about the size of a gnat have conspired to wipe out the Toxoptera Graminum from the wheat fields of Kansas. For instance, farmers in any part of the state may call up Prof. Hunter, in charge of the dept. of entomology, State Unv. over the Bell telephone line free of charge if they want to talk about green bugs, and in case Prof. Hunter decides to send a box of parasites to the farmer the Wells Fargo Express will carry the little package gratis. The grain dealers are putting up money to help distribute bees. To date Prof Hunter has disposed of 771 boxes of parasitic bees, and requests keep coming in, some from outside states, However, the Jayhawkers wants will be attended to first and then if there are any bees left they will be sent to neighbors in other states. Sumner, Cowley and Allen counties in the southern part of the state have so far suffered the most from the green bug. Reports show that parasites are doing good work.

#### KENTUCKY.

Louisville, Ky.—The car shortage is due to the railroads having cut out the interchange of cars.—F. G. Morgan.

Versailles, Ky.—I expect I will have to replace my gasoline engine with steam power, as gasoline is too high compared with coal.—J. Andrew Cain.

Muir, Ky.—We are going to overhaul a

Muir, Ky.—We are going to overhaul a building and make a warehouse of it. It is 40x70x20 ft., it will be ready for the coming crop.—McDonald & Hughes.

Owensboro, Ky.-Chas. A. Broeker &

Co. have ordered a "Little Giant" corn and oats cleaner, "U. S." corn sheller and patent chain feeder and conveyor of the B. S. Constant Co. for the eltr.

Owensboro, Ky.—The Owensboro Grain Co. has built an eltr. on the river here, principally for corn, tho they expect to handle a great deal of wheat and hay. They built a tramway from the steamboat landing and use cars for the transfer of grain from the barges and boats into the eltr. An electric motor is used for shelling and elevating, but it seems to be too small and they contemplate taking it out and using steam power, as well as making other changes in the machinery.

—Rapier Grain & Seed Co.

#### LOUISIANA.

New Orleans, La.-The Cynthia's cargo of corn which was reported badly out of condition by the consul at Hull, Eng., was analyzed here when loaded, and found to contain 14 to 16% of moisture, according to the government test. The corn looked bright. After loading the Cynthia lay in the stream at New Orleans for two

New Orleans, La.—The New Orleans Cotton Exchange has filed a petition in the district court to restrain several firms. the district court to restrain several firms, alleged to be bucket-shops, from the dishonest, fraudulent use of quotations daily telegraphed from the exchange. The action is supposed to be the beginning of a war to exterminate the bucket-shops,

New Orleans, La.—Grain exports from New Orleans from Sept. I to May I amounted to 4,137,926 bus. of wheat, 6,500,96 bus. of corn, 65,000 bus. of oats and 12,600 bus. of barley; compared with 1,248,505 bus. of wheat. 18,105,898 bus. of corn, 3,008,581 bus. of oats and 1,021,075 bus. barley for the corresponding months of 1905-6, as reported by W. L. Richeson, chief grain inspector of the Richeson, chief grain inspector of the New Orleans Board of Trade.

NEW ORLEANS LETTER.

Stocks in the local grain eltrs, are light, In Eltr. D there are 94,000 bus, of corn, while in Eltr. E the stocks amount to 38,000 bus, of wheat and 41,000 bus, of corn. At Westwego the stocks are 2,000 bus, of wheat and 40,000 bus, of corn,

the movement of grain through New Orleans is practically over, a good quantity of off grade corn to be shipped for distilling purposes is being handled thru this port. This corn is coming from different parts of the country and is being exported to Europe.

Local grain men are vitally interested in the movement recently launched by the New Orleans Board of Trade with a view to bringing the grain men of the country together for the purpose of effecting a final settlement of the differences existing in the matter of grain inspection and grading. It is understood that a number of favorable replies have been received from various parts of the country.—K.

#### MARYLAND.

Baltimore, Md.-L. P. Goldsborough, member of Chamber of Commerce and a grain merchant of this city, has made an assignment of his property for benefit of

Baltimore, Md.—Grain eltr. employes of the Baltimore & Ohio have been granted a 5 to 10% increase in wages. The men threatened to strike and a labor war was averted by increasing wages.

#### MICHIGAN.

Caseville, Mich.—I expect to build an eltr. here, which will be equipped with new machinery.—C. A. Stockmeyer.

Bangor, Mich.—The Bangor Eltr. Co. has been dissolved and Sam'l Martindale, a former stockholder, will continue the grain business

Cadmus, Mich.-Cutler & Dickinson of Adrian have purchased Frank Pott's eltr. and will improve the property by enlarging and overhauling the building and ma

Quincy, Mich.—We will install a small grain drier and a sieve bolter. We are increasing our buckwheat mill capacity to 600 bbls. in 24 hours.—McKenzie Cereal Food & Milling Co.

Kingston, Mich.—I sold my Kingston eltr, to V. E. Snelling who bot it for the Cass City Grain Co. The new firm in which Mr. Snelling will have an interest will be called the Kingston Grain Co.—O. M. Carpenter.

South Rockwood, Mich.-The mill and eltr. of John Strong was destroyed by fire May 3. The loss was about \$35,000 with \$10,000 insurance. The loss includes 10,-000 bus. of wheat, 3,000 bus. of oats, and 700 bus. of corn. The fire was caused by a hot journal in the scourer.

Detroit, Mich.—F. W. Harrison, who has been identified with the grain trade of Chicago for 39 yrs., 28 yrs. as supt. of terminal eltrs. and 8 yrs. as Second Asst. Grain Inspector, has accepted the position of Chief Grain Inspector here and will have entire charge of the dept.

Lansing, Mich.—Senate Bill 214 requiring corn huskers to be protected by an automatic feeder or other safety device and making the sale or use thereof, unless so protected a misdemeanor, was reported favorably with certain amendments. bill was referred to Comite of the Whole and placed in general order.

and placed in general order.

Lansing, Mich.—Senate Bill 367 to amend the bucket-shop law, introduced by Sen. Allen, and referred to committee on agricultural interests, was reported upon favorably April 23. The amendment reads: Any person who shall knowingly permit any of the acts set forth in Section 1 of this act shall be punished by a fine of not to exceed one thousand dollars or by imprisonment in the county iail not by imprisonment in the county jail not to exceed one year or by both such fine and imprisonment and any penalty so adjudged shall be a lien upon the premises on or in which such unlawful acts are carried on or permitted, and any person whether acting for himself or as a broker. agent or employe of any person or as an officer, broker, agent or employe of any corporation, association, firm or co-partnership, who shall be guilty of violating any of the provisions of Section 1 of this act shall upon conviction thereof be punished by imprisonment in the state prison not more than 5 years or by imprisonment in the county jail not more than 1 year or by fine not exceeding \$500, or by both.

#### MINNEAPOLIS.

The directors of the Chamber of Commerce are considering erecting an annex to present building if bonds can be floated at 5%. If they are unable to do this the proposition will be tabled.

Henry C. Cook, who has been supt. of the St. Anthony & Dakota Eltr. Co. since 1887, recently resigned his position. As a token of regard for his long and efficient service the employes and directors of the company presented him with a fine Swiss

gold watch. He has gone to Oregon where he will operate a fruit ranch.

Receivers and shippers of wheat have had a great deal of trouble with the grading of the grain to suit their trade on account of durum wheat being mixed with tife or blue steam wheat. The source fife or blue steam wheat. The source of the trouble is the farmer who does not take enuf care to keep his wheat from not take entry care to keep his wheat from getting mixed, and on account of his care-lessness he not only loses money, but makes much trouble for the receiver. Dealers shud warn farmers to keep durum wheat separate from other grades from the time it is sowed until marketed. Chief the time it is sowed until marketed. Chief Deputy Grain Inspector J. N. Barncard says in regard to inspection: "The department has had considerable trouble with durum wheat mixed with spring. Of course it is all in our line of work and we are not complaining, but for the benefit of the farmers we would like to see the grains kept separate as much as possible, for we are sometimes obliged to lower the grading of a car because of the presence of macaroni wheat. Often there will come under our notice a car of No. Northern wheat that has a go a grade I Northern wheat that has to go a grade lower or be otherwise allowed for because macaroni wheat is present in greater quantity than the rules will stand for. When a car has three, four or five per cent of macaroni wheat mixed in, we have to take note of it, and the word 'mixed' on a report of a car makes it harder to sell. Either the wheat has to be ground as it is, which makes it less readily available in the milling wheat market, or else someone has to go to the trouble and expense of taking the macaroni wheat out of it, and the man who permitted it to get mixed in, loses in greater proportion for the reason that while the scaling down may not be much it scales down the entire shipment." lewer or be otherwise allowed for because

#### MINNESOTA.

Canton, Minn.—J. W. Funk has removed to Glenwood.

Benson, Minn.-The Northwestern Eltr. Co. will repair its eltr.

De Graff, Minn.—The Northwestern Eltr. Co. will repair its elevator.

Duluth, Minn.—Experiments with han-

dling damaged corn are being made at one of the eltrs.

Bricelyn, Minn.—J. P. Coffey will repaint his eltr.—E. Steffenson, agt. fornærly at Walters.

Beaver Creek, Minn.—E. J. Dunbar, manager of the Farmers Eltr. Co., is remodeling the house.

Slayton, Minn.—There is to be a Farmers Eltr. here.—T. J. Stiles, agt. Atlas Eltr. Co., Balaton.

Hadley, Minn.—There is to be a farmers eltr. at this place.—T. J. Stiles, agt. Atlas Eltr. Co., Balaton.

Lansing, Minn.—W. F. Markham has purchased Wm. Cronan & Co.'s eltr.—E. J. Markham, of Waltham.

Ash Creek, Minn.-E. A. Brown is going to put in a 6-h.p. gas engine and repair his eltr.—S. J. Rulon, agt.

Glenwood, Minn.—Alfred Cram, formerly agt. for the Plymouth Eltr. Co., has removed to Sioux Falls, S. D.

Steen, Minn.-The farmers have organized and will either buy or build an eltr.
—S. J. Rulon, agt. E. A. Brown.

Hendricks, Minn.—The Hendricks Farmers Eltr. Co. will rebuild its eltr. It will have a capacity of 35,000 bu.

Courtland, Minn.-The Imperial Eltr.

Co.'s eltr. was burned May 1. Loss \$2,-000; partially covered by insurance.

Blooming Prairie, Minn.—The Farmers Eltr. Co. has decided to erect an eltr. to be finished in time for the fall harvest.

Hampton, Minn.—The Hampton Farmers Co-operative Eltr. Co. will receive bids for the erection of a 40,000-bu. eltr.

Sherburn, Minn.—We have bot A. D. Packard & Son's eltrs. at this place, Echols, Dunnell and Jackson.—Greig & Zeeman.

Murdock, Minn.—E. E. Smith of Sioux Falls, S. D., has bot the eltr. of the Duluth Eltr. Co. and on June 1 will take possession.

Otranto, Minn.—E. Fedson of St. Ansgar, Ia., has bot the eltr. of the Huntting Eltr. Co.—M. B. O'Halloran, agt. Huntting Eltr. Co.

Winona, Minn.—The Winona Malting Co. has let the contract for an addition of 350,000 bus. storage capacity to the Minneapolis Steel & Machinery Co.

Madelia, Minn.—The C. S. Christensen Co. has bot the Peavey Eltrs, at St. James, Lake Crystal, Vernon Center and Winnebago. This makes seven eltrs, now operated by this company.

Vesta, Minn.—The Schmid & Anderson Grain Co. is to close its eltr. and E. S. Beynon, its agt., will go to N. D. in the interest of his company, after a few week's vacation.—R. Crooks, agt. Bingham Bros.

Spring Grove, Minn.—N. O. Onsgard has purchased the interest of Mr. Storlie of the firm of Onsgard & Storlie, forming the N. O. Onsgard Lumber Co. with O. A. Hallon as manager, to deal in lumber and grain.—C.

Ash Creek, Minn.—E. H. Moreland of Luverne, who bot the Hubbard & Palmer Co.'s eltr. last fall, sold again last Feb. to S. A. Carter & Son of Coleman, S. D., who are now operating it.—S. J. Rulon, agt. E. A. Brown.

Thief River Falls, Minn.—L. D. Marshall, representing the St. Anthony & Dakota Eltr. Co., conferred with the directors of the Farmers Exchange in regard the sale of his company's eltr. to the farmers.

Duluth, Minn.—The tin roof of the engine house of Eitr. D, owned by the Consolidated Eltr. Co., is all that saved the eltr. from complete destruction Apr. 27. As it was the roof of the engine house was totally destroyed and the inside of the building gutted.

Albert Lea, Minn.—The Huntting Eltr. Co., of McGregor, Ia., has let the contract to L. O. Hickok for the construction of four eltrs. of 15,000 bus. capacity each on the new line of the Duluth, St. Cloud, Glencoe & Mankato R. R.—M. B. O'Halloran, Austin, Minn.

Duluth, Minn.—The greatest boat congestion in the history of Lake Superior occurred here last week on account of ice at the head of the lakes. One hundred boats were in the harbor at one time. It will be some time before they are all unloaded and distributed in their proper channels of trade.

Duluth, Minn.—The Grain Producers Eltr. Co. has engaged in the grain commission business, handling consignments as well as executing orders for future delivery. The officers are: Pres., Chas. Barta, Mapes, N. D.; vice pres., Geo. W. Groves, Lakota, N. D.; mgr., E. P. Kene-

fic, Duluth, and supt., M. F. Swanston, Michigan, N. D.

Bellingham, Minn.—The Interstate and Anchor Eltrs. were burned Apr. 30. Two persons are suspected of arson and have been arrested. One is "Mellie" Campbell, agent of the company, who is charged with paying H. C. Spanton \$50 to burn the building. This is the second eltr. belonging to this company to be destroyed here within the last 18 months. It is understood the company will rebuild in time for the fall trade.—Guy Eddy, agt. Northwestern Eltr. Co.

St. Paul, Minn.-Among the bills which passed the last legislature are the following: H. F. No. 832—Contains a form which warehousemen are required to give as receipts for grain stored with them. Also a form of receipt in case the warehouseman purchases the grain from the owner. H. F. No. 126 amends section 2069, revised laws of 1905, relating to appeals in the matter of grain inspection, Any owner, shipper or warehouseman who is dissatisfied with the inspection of who is dissaushed with the inspection of grain by any deputy or chief inspector, has the right to appeal to the nearest grain inspection board. Formerly he was to pay a fee of \$f\$ for each car inspected on appeal, and if the appeal was sustained this fee was refunded. The fee is not fixed by the commission and is not tained this fee was refunded. The fee is not fixed by the commission and is not specified. H. F. No. 115 provides against fraud and deception in issuing receipts in weighing grain by prohibiting the use of the words "weighmaster" or "state weighmaster," or any device or words tending to indicate that the receipt is issued under state authority. S. F. No. 230 relating to reports to the railroad and warehouse commission. Requires warehousemen to submit a statement to the commission on or before the 15th of July in each year, which must contain an itemized report of all business transacted by him during the preceding year. It must him during the preceding year. It must state the grade, gross weight and dock-age of all grain of various kinds in his warehouse at the beginning of the year, the grade, gross weight and dockage of all grain received and shipped from the warehouse, and of that remaining. Any overage or shortage in any kind of grain accruing during the year must also be specified and accounted for. H. F. No. 831 points out the duties of the warehouseman in issuing receipts on grain stored in his warehouse. H. F. No. 223 prescribes a uniform method of handling grain in public local warehouses, prohibiting irregular practices in the buying and warehouse at the beginning of the year, iting irregular practices in the buying and selling of grain. H. F. 432, to prevent deception in the sale of concentrated com-mercial feeding stuffs. S. F. 132, requiring railroad companies to connect when their tracks approach within 500 feet, whether on grade or not, if ordered by railroad commission. H. F. 486, fixing 2 cents a mile as the maximum rate for carrying passengers.

#### MISSOURI.

Kenoma, Mo.—We will erect a small eltr.—E. H. Schreiner & Son, Lamar, Mo.

Battlefield, Mo.—The Eisenmayer Milling Co. will erect an eltr. with a capacity of 10,000 bu.

Kansas City, Mo.—We are just starting in business here with offices at 210 Boston bldg.—Henry Lichtig Grain Co.

Jefferson, Mo.—Bills have been introduced in both houses of the legislature to ascertain the value of the railways to secure a basis of rates.

St. Louis, Mo.—The Meyer Hay & Grain Co., incorporated; capital stock

\$12,000; incorporators, Henry F. Meyer, H. Frederick Grundmann and others.

St. Louis, Mo.—Wheat deliveries on the Merchants Exchange May I were all from the Burlington Eltr., mostly No. 2 red, put out by the W. L. Green Commission Co.

Kansas City, Mo.—All of the bucket shops here are arranging to quit before the new law against them goes into effect. A few will remove to Kansas City, Kan.

Louisiana, Mo.—The eltr. owned by Shaw & Garner of Rockport, Ill., was entered by a sneak who stole the dynamo used to ignite the charges in the gasoline engine.

St. Louis, Mo.—The eastbound lines are arranging for the establishment of a joint transit buro to supervise milling in transit and reconsignment, with headquarters in the Merchants Exchange.

Kansas Seeta—Meester Kunte Knutesen hae baen vorking for Meester Murphy some more, and hae rite von leetle buke—"Knute's Buke," det hae sand right avay free to shippers det rede.

St. Louis, Mo.—Pres. Geo. H. Plant of the Merchants Exchange has offered the Millers National Federation the grand hall of the Exchange for the convention on May 30 when Secy. Taft is to speak.

St. Louis, Mo.—Receipts of grain during April at St. Louis were 7,003,000 bus; against 5,225,000 bus. in April, last year. For the four months prior to May I the receipts have been 7,000,000 bus. more than during the corresponding months of 1906, as reported by the Merchants Exchange.

Fortescue, Mo.—The John H. Lynds Mill & Eltr. Co. is erecting a 20,000 bu. eltr. with a 15-h.p. Fairbanks-Morse Gasoline Engine, sheller and cleaner and a No. 34 Barnard & Leas Separator. It is iron clad, has a brick engine room 20 ft. from eltr. and all foundations of concrete. G. H. Birchard has the contract.

St. Joseph, Mo.—Members of the Board of Trade held a conference with the state railroad and warehouse commissioners Apr. 29 with regard to the appointment of three state weighmasters under the new law going into effect June 14. The commissioners will again visit this city May 27 to place the weighmen.

Kansas City, Mo.—The new eltr. of the C., B. & Q. Ry. at Harlem is one of the first to have a fireproof working house. The nlant was erected the past year by the Barnett & Record Co., includes a drier, 500,000 bus. of storage in the working house, as much more in tile tanks, and has a 1,000-h.p. power plant.

Kansas City, Mo.—The Ferguson Grain Co. wired the Interstate Commerce Commission Apr. 25 that the Santa Fe paid no attention to its demands for cars, and the road replied that the grain company had no eltrs. on the road, being on the Missouri Pacific. The Santa Fe admitted a shortage of 1,400 grain cars on its own system.

St. Joseph. Mo.—W. H. Harroun on Apr. 25 pleaded guilty to forgery of Bs/L and was sentenced to serve 6 months in the county jail on each of three counts, being then released on parole. At the time of his failure Harroun admitted having debts of \$800.000, principally loans on forged Bs/L. He has been permitted to continue his business for nearly three years and is said to have paid all creditors.

#### NEBRASKA.

Uehling, Neb .- The Heyne Grain Co. is building a large addition to its eltr.

Allen, Neb .-- Anchor Grain Co. has purchased an improved Hall Grain Distribu-

Osmond, Neb.-Louis E. Mann has equipped his eltr. with an improved Hall Signaling Distributor.

Beaver Crossing, Neb.—The Dawson Grain Co. has bot an improved Hall Signaling Grain Distributor.

Clarkson, Neb.—The Clarkson Milling & Grain Co. has let contract to G. H. Birchard for a 20,000-bu. eltr.

Farwell, Neb .- Bids for the erection of a 25,000-bu. eltr. are called for by the Farmers Grain & Supply Co.

Red Willow, Neb.—The eltr. is operated by the Red Willow Grain Co. and owned by us.—W. McCallum & Co.

Hartwell, Neb.—W. H. Ferguson is having his eltr. repaired by G. H. Birchard, and installing a 500 bus. hopper scale.

Sumner, Neb .- The Trans-Miss. Grain Co. expects to erect another eltr. this season if crops are favorable.—A. J. Cook,

Culbertson, Neb.—W. H. Ferguson is repairing his eltr. and installing a 500-bu. hopper scale, G. H. Birchard doing the

Moorefield, Neb.—W. H. Ferguson will install a 10-h.p. gasoline engine and No. 34 Barnard & Leas Separator, furnished by G. H. Birchard.

Marion, Neb.-Powell & Niesson are erecting two storage eltrs, with a capacity of 40,000 bus. and equipped with a 15-h.p. gasoline engine and feed mill.

York, Neb.—The Wilson Grain Co., in-corporated; capital stock \$10,000; incor-porators, F. C. Wilson, of Anselmo, H. R. Hatfield of York and C. A. Addington.

Palisade, Neb.—W. H. Ferguson is having his eltr. remodeled by G. H. Birchard. An 8-h.p. gasoline engine, 500-bu. hopper scale and No. 34 Barnard & Palisade, Neb.-W. H. Leas separator will be installed.

Allen, Neb.—The Anchor Grain Co. will erect a new eltr. on site of the old one with a capacity of 15,000 bu. and will install a gas engine and dump scale.-Chas. Lovell, agt. Atlas Eltr. Co.

Nebraska City, Neb.—Mrs. J. K. Schminke has bot the interest of John Schminke in the Paul Schminke Co. John Schminke will retire. This company was organized about 40 years ago.

Omaha, Neb.—The Crowell Lumber & Grain Co. has a new eltr. of 150,000 but capacity, built by the Barnett & Record Co. The house is of wood, metal clad and the machinery is driven by electric

Deshler, Neb.—The Deshler Farmers Eltr. Co. is having a 33,000-bu. eltr. erect-ed by G. H. Birchard, with a 10-h.p. Fairbanks gasoline engine, 500-bu. dump wagon scale and No. 34 Barnard & Leas

Hartington, Neb .- The Saunders-West rand Co. is erecting a 30.000-bu. eltr. It is equipped with a gasoline engine, wagon scale, shipping scale and I stand of eltrs. with 12 by 6 cups.—C. E. Bird & Co. are doing the work.

Bostwick, Neb.—On May 8 we pur-chased from Hon. J. Warren Kefier, Ir., his eltr. of 10,000 bus. capacity, and after grain is removed will take possession and operate in connection with our horhere.—Elliott & Myers, Superior, Neb.

Nebraska City, Neb.—We perfected an organization a few weeks ago of the grain dealers on the Missouri Pacific for mutual protection. It is just a local affair.—E. A. Duff, treas. Duff Grain Co.

Omaha, Neb.-Members of the Omaha Grain Exchange have been assigned offices in the new exchange, in the Brandeis building. The building will probably be ready for occupancy about Oct. 1.

Red Ear, Nebr.-The lumbermen have the Hoo-Hoos, the coalmen the Ko-Koals, the insurance men have the Blue Goose and grain dealers wud all be happier if they wud become one of us.—Col. Red

Trenton, Neb.—H. C. Benedict & Co. have succeeded J. M. Sewell & Co. Mr. Blanchard, mgr. of the new company, has been mgr. for the Minden Co. for the last two years. Fred Milbourn is now mgr. for the Minden Grain Co.

Scottsbluff, Neb.—W. H. Ferguson has let contract to G. H. Birchard for a 20,000-bu. galvanized iron clad eltr. to be equipped with a 10-h.p. gasoline engine. 500-bu. hopper scale, 4-ton wagon scale and No. 34 Barnard & Leas separator.

Ragan, Neb.—The J. W. Anderson Grain Co. will start June 1 to tear down its eltr. and build a new one in its place with cement floor. It will also tear down the storage houses and rebuild them and the scales and office buildings will be built close to the eltr.

Milford, Neb.—The F. S. Johnson Co. is erecting a 20,000-bu. eltr., with a 10-h.p. gasoline engine, 500-bu. hopper scale, 4-ton Fairbanks wagon scale and No. 34 Barnard & Leas Separator. It is galvan-ized iron clad, and on concrete founda-The contract has been let to G. H

Wakefield, Neb.—The Saunders-West-rand Co. is the name of the new organization which will handle grain, flour, seeds and fuel as successors of the Peavey Co. Capital stock, \$150,000; incorporators Sherman Saunders, J. F. Westrand, Nic Paper, E. H. Mason and W. F. Westrand, all of Bloomfield. Headquarters will be at Wakefield.

Lincoln, Neb .-- The Columbia National Bank attached some grain belonging to W. J. Crandall, dealer at this point, and Clyde Starbuck filed a petition of intervention in the district court, alleging that a portion of the grain attached by the sheriff belonged to him as he had not been paid for it, and hence had not transferred title to property. Arnold Austin has also intervened on the same ground.

has also intervened on the same ground.

Hastings, Neb.—The grain men of Hastings have organized a ball squadron of their own. When the first game is called the line up will be as follows: Accidents, strikes, and other unavoidable consequences not preventing: W. E. Hotchkiss, manager, 3d b.; F. W. Elder, captain, 1st b.; C. L. Benson, c.; Ross Sexson, p.; J. L. Fletcher, s. s.; C. H. Taylor, 2d b.; S. J. Owens, I. f.; Charlie Frank, r. f.; F. P. Kelley, c. f. Nobody has ventured to name the line up for the second game as there is no telling what the first will bring forth.

The Governor has approved of Senate

The Governor has approved of Senate Bill 179 and it is now a law, so tenants who impose upon grain buyers are likely to break into jail. The new law provides that, "If any tenant or lessee shall without the consent of his landlord take, embezzle, dispose of, or convert to his own

use the share or portion or any part thereof of the crop or products belonging to his landlord with intent to defraud the landlord thereof such person or persons shall be punished in the manner prescribed by law for feloniously stealing property of the value of the article or articles so embezzled, taken, disposed of or so converted."

North Platte, Neb.-Only a few years ago common spring wheat was the kind grown in western Nebraska. Winter wheat was confined to the southeastern corner of the state. The extension of the winter wheat area into the southwestern and northeastern sections of the state has largely displaced spring wheat in these sections. The durum wheats hold a very valuable place in western farm operations. They have prescriptly displaced erations. They have practically displaced the varieties of spring wheat which were grown in the western sections, and while not so valuable as the winter wheat where it can be grown, they add another successful crop in the western part of the state, producing a large aggregate yield of grain.—W. P. Snyder, supt. Sub-Experiment Station.

#### **NEW ENGLAND.**

Lynn, Mass.—Henry Hunt suffered \$10,000 loss recently by the burning of his grain and hay warehouse.

Essex Junction, Vt.—William B. Johnson & Son are having an eltr. and grist mill erected by A. E. Read.

Boston, Mass.-With the railroads delivering grain in better time the outlook for the export trade is improving. En-gagements of steamer room are being made for July loading.

Newburyport, Mass.-Moses H. Rolfe died at his home on Apr. 18, at the age of 60. Mr. Rolfe was highly respected, had a large number of customers and was member of the grange and the Farmers

Boston, Mass.—Several meetings have been held recently by the directors of the New England Grain Dealers Mutual Fire Insurance Co. to consider ways of procur-ing the additional risks required to bring the total up to the \$1,000,000 prescribed by the law.

#### **NEW JERSEY.**

Jersey City, N. J.—Jeptha Runyon, formerly a grain dealer, died May 1 at East Orange, aged 80 years.

The New Jersey legislature has passed a demurrage law giving the carrier a lien on the shipment for charges.

Egg Harbor City, N. J .-- I have installed a complete system of elevators and conveyors in my eltr., making it one of the most up-to-date eltrs, is South Jersey.—

#### **NEW YORK.**

Watkins, N. Y.-C. S. Frost & Son will install a corn sheller and attrition mill.

Flushing, N. Y.—J. & T. Adikes will erect a grain eltr. as an addition to their warehouse, with 40,000 bus. capacity.

New York, N. Y.—Eight employes and officers of the Manhattan Stock & Grain

Dealers Co. are charged with keeping a disorderly house.

New York, N. Y.—Steel grain storage of 500,000 bus. capacity is being erected by the Barnett & Record Co. for the 12,000-bbl. mill of the Hecker, Jones, Jewell Milling Co.

Utica, N. Y.-Frank C. Ogden has pur-

chased his partner's interest in the firm of Ogden & Clark and has paid \$45,000 for the block in which the grain and feed business has been conducted.

Buffalo, N. Y.—Linseed oil storage tanks will be put in at New York by the Spencer Kellogg Co. The company is about to erect an oil mill at Edgewater, N. J., with 24 presses, and has issued \$2,500,000 of bonds to meet the cost.

Buffalo, N. Y.—The concrete grain eltr. to be erected by Jas. Stewart & Co. for the Francis Perot Sons Malting Co. will include 13 tanks of 400,000 bus. capacity and a working house composed of 16 bins beging volume 13 tanks of 15 bins beging volume 15 bins capacity. having 100,000 bus. capacity.

BUFFALO LETTER.

There is still talk of another elevator going up here this season, tho those who know refuse to say who is to build it. Pres. Dodge of the ass'n said that anybody must be very foolish to increase the eltr. capacity here now, unless he had a special end in view. special end in view.

The only disturbing element in the elevator business is the big business done by the Kellogg houses, which are two this year instead of one. Eltr. people do not hesitate to say that the rates must be cut by these houses, for they know of no other way of getting business as they are

getting it.

Trade seems to be coming duller, tho other conditions are improving. Hot corn is about gone, so that there will be no special difficulty with it when warm weather comes, if it ever does. The winter-shelled corn was about as bad as it ever is, probably on account of moist, semi-open winter, but we are now getting mostly fresh-shelled corn, which is all right

A Buffalo feed-mill owner notes that the corn got the best of all sorts of in-spection lately, so that it did not seem to be of any use to issue a clean bill on it. He repeatedly bot corn inspected as sound that would be hot inside of a day, and once not long ago he bot a car that was certified to be kiln-dried and before he could use it there was corn growing on the top.

The opening of the lakes has cut down the car movement of grain considerably, tho the inspection department is handling to the inspection department is handling of to 80 cars of corn and oats a day, with a sprinkling of wheat and rye. Car shortage seems not to decrease the thru car movement, for if a car can be had at the shipping point it is as well to bill it thru as to send it to a lake port to wait an indefinite time for 2 car. definite time for a car.

April brot only 7,721,627 bus. of grain by lake, which was much less than was looked for. The receipts in April, 1906, were 12,500,000 bus. There is not the exlooked for. The receipts in April, 1906, were 12,500,000 bus. There is not the export demand for it that there was then. Complaints of the car shortage are received. Shippers are afraid there is going to be trouble all summer and if that does happen the famine which will set in next fall will go so far ahead of anything ever known before that there will be no comparison.

be no comparison. Prospect for a car shortage gave a keen edge to the arguments on 'Change on the edge to the arguments on 'Change on the 1st for and against the governor's public utilities bill, as it is called. It is intended mainly to correct railroad abuses and is therefore fot very determinedly by all corporations. The meeting was the largest attended for a long time and there was any amount of bad feeling shown, mainly or account of the evident effort of Pres. Gratwick and his friends to force a decision against the bill. So much adverse criticism of the proceedings has been made since the meeting that a second committee is to take the matter up.—J. C.

#### NORTH DAKOTA.

Sykeston, N. D.-The Cousins Co. will erect an eltr.

Ryder, N. D.—The Osborn-McMillan Co. is erecting an eltr.

Marion, N. D.-Andrews & Gage will build an addition to their eltr. Sanborn, N. D .- Andrews & Gage will

build an addition to their eltr.

Manfred, N. D .- The Osborn-McMillan Eltr. Co. will erect another eltr.

Norwich, N. D.—C. A. Rozagent here for Goozee & Calkins. Romstad is

Courtenay, N. D.—The Osborne-Mc-Millan Co. will erect an addition to their

Kensal, N. D.—Judd Williams has let the contract to L. O. Hickok for a 35,000bu. eltr.

Tolley, N. D.—The Northland Eltr. Co. will double its capacity by the erection of an addition.

Hamilton, N. D.—Edward Hamilton will have charge of McCabe Bros. eltr. as F. D. Murney has resigned.

Benedict, N. D.—I. L. Berg of Velva contemplates building an eltr. if the rail-road company puts in a siding.—John Heyerholm.

Leal, N. D.—The Woodworth Eltr. Co. has let the contract to L. O. Hickok for a 30,000-bu. eltr. at this place and one at Manfred, N. D.

Douglas, N. D.—The Lyon Eltr. Co. has had completed by L. O. Hickok a 35,000-bu. eltr., also one at Ryder, N. D., of the same capacity.

Ypsilanti, N. D.—The Ypsilanti Farmers Eltr. Co. has bot the Bierce Blewett Eltr. and will take possession July I. The eltr. is of 40,000-bu. capacity.

Hampden, N. D.—McCabe Bros. eltr. was burned April 30. Loss, \$25,000. The eltr. contained 20,000 bus. of wheat, and a car containing wheat was burned.

Kenmare, N. D .- Sites have been granted at Kenaston for The Kenmare Farmers Eltr. Co., National Eltr. Co., and W. S. Young Eltr. Co.—The Kenmare Eltr. Co.

Clyde Sta., Calvin P. O., N. D.—The Duluth Eltr. Co.'s eltr. burned May I. It contained 10,000 bus. of grain. Loss \$10,000; insured. The company will re-

Kramer, N. D.—I have resigned here and am going to Ruso to live on my claim, where I will buy grain for C. G. Ireys. E. S. Loader will have charge of eltr. here.—M. N. Zeches.

Enderlin, N. D.—Byron Stimpson has leased the eltr. of W. J. Loomis, who is looking up the location for another eltr. in the northern part of the state.—W. J. Furlong agt. Farmers Eltr. Co.

McClusky, N. D.-About twenty men McClusky, N. D.—About twenty men have been carrying flaxseed which ran out of bins of Lyon Eltr. Co.'s house the night of the fire, to cars, and have succeeded in saving about 2,000 bus.

Park River, N. D.—The Farmers Eltr. Co. has been organized, with Thos. Johnson pres., Duncan White vice pres., and D. G. MacKay secy., and will secure terms from the Peavey Eltr. Co. and the Imperial owners. If they will not sell one will be built.

Wyndmere, N. D.—The Farmers Eltr.
Co. has handled three cars of feed corn
and will be ready for the fourth soon. A
great deal of oats, barley and corn is

raised here, but the hard winter is responsible for the shortage.-W. J. Furlong, mgr. Farmers Eltr. Co.

Hoople, N. D.—Nels Folson will raise the roof of his eltr. and add 15 ft. more cribbing, increasing the capacity from 35,000 bu. to 50,000 bu. The Duluth Eltr. Co. will remodel its eltr. and install a gasoline engine. The Farmers Eltr. Co. is contemplating putting in an automatic weigher and improved cleaner.—Valley Land Co.

New Rockford, N. D.—With the opening of spring the car situation in this state has been relieved and many elevators that were full to the roof are being emptied rapidly, as cars are not so hard to procure. The Farmers Eltr. Co, which had 60,000 bu, of wheat piled on the ground, has moved the most of it. Business in general is beginning to assume a more natural basis.

Hankinson, N. D.—The Farmers Terminal Eltr. Co. is erecting a 35,000-bu. eltr. It is to be equipped with 12-hp. Fairbanks Gasoline Engine, one 6-ton Fairbanks Dump Scale and 150-bu. Fairbanks Hopper Shipping Scale. The eltr. is equipped with 2 stands of eltrs. with 10x5½ cups on belt with rope drive, also No. 77 Clipper Cleaner. The contract has been let to C. E. Bird.

Bismarck, N. D.—The last session of the legislature passed the Hanna bill, which provided for a state board of grain commissioners whose duty it shud be to determine upon the feasibility of the state owning or leasing a terminal eltr. The owning or leasing a terminal eff. The members of the commission have been appointed and will visit Duluth, Minneapolis and Superior on a tour of investigation. They are Frank Maurer of Starkweather, S. A. Nye of Valley City, and A. R. Thompson of Rolla.

#### OHIO.

Leesburg, O.—Geo. Henderson is my successor.—R. P. Barrett.

Youngstown, O.-Smith Crawford will erect an eltr. costing \$5,000.

Lucasville, O.—The eltr. of H. S. Grimes was damaged by fire recently. Loss \$10.

Lebanon, O.—We are overhauling our eltr. and installing new machines and power plant.—Lewis Bros. & Co.

Hayden, O.—I am erecting a building and expect to let contract for machinery to the Philip Smith Co.—T. M. Latham.

The Ohio Grain Dealers Ass'n will hold its annual meeting at the "Breakers," Cedar Point, Sandusky, O., the last week in June.

McGuffy, O.—Dunlap Bros., of Alger, have had plans made by Fred Friedline for an eltr. to be equipped with sheller

Rising Sun, O.—Plans for a grain eltr. to be erected by the People's Electric Light & Eltr. Co. are being prepared by Fred Friedline.

Cincinnati, O.—The grain firm of Brown & Patterson, whose warehouse was recently sold to the Early & Daniel Co., has gone out of business.

Sidney, O.—Jones & Sheets have bot of the B. S. Constant Co. two U. S. Corn Shellers, one for their eltr. at Sidney and the other one for the Wapakoneta eltr.

Edison, O.-I am the successor of the Hildebrand & Blair and am erecting a 20.000-bu. eltr. on the site of the elevator which was burned Jan. 31.—F. E. Blair.

Columbus, O .- For its failure to supply cars the Detroit, Toledo & Ironton Ry. Co. is likely to be made defendant in a suit by the Ohio Railroad Commission

Cincinnati, O.—The capital stock of the Cincinnati Eltr. Co., which operated tool eltr., has been reduced from \$75,000 to \$25,000. Judson Harmon is pres. The eltr. will be taken down; and later may be rebuilt elsewhere.

Van Lue, O.—Chas. Sutter has let the contract to the Burrell Engineering & Construction Co. for a 10,000-bu. eltr. to be equipped with Constant Corn Sheller and Barnard & Leas Cleaner. The old power plant will be retained.

Cincinnati, O.—The Cincinnati Grain Co. has let the contract to the Burrell Engineering & Construction Co. for an eltr. at Latonia, Ky., of 10,000 bus. capacity and a warehouse 40x176 ft., I story, with iron siding and composition roof.

The equipment will include a bagging scale and 12-h.p. gasoline engine

Van Lue, O.—Chas. Sutter has awarded a contract to the Burrell Engineering & Construction Co. for a 15,000-bu. eitr. to be built here this summer. The eltr. will be covered with steel siding and roofing and equipped with a Constant Sheller, Barnard & Leas Rolling Screen Cleaner, and other machinery of like merit.

Columbus, O.—The Rev. A. C. Kelly, a grand old man, died Apr. 15. He was born in 1833 in Perry County, O., was for 54 years in the Methodist ministry and long a circuit rider in the pioneer days. Altho not connected with it since 1889, the firm of McCord & Kelly still bears his name. He had three daughters, one being Mrs. J. W. McCord, who died in 1905.

Dayton, O.—The third annual meeting of the Ohio Millers Ass'n on Apr. 25 was attended by about 150 members. Courcier spoke on uniform grades and a resolution was passed favoring their adoption. It was resolved that the arbitration committee be discontinued, the Federation to do the work. H. M. Allen of Troy was elected pres. and C. B. Jenkins of Marion secy.

The 28th annual meeting of the Ohio Grain Dealers Ass'n will be held June 26 and 27 at the "Breakers," Cedar Point, Sandusky, O. Two full days will be used for the sessions, going June 25 and returning June 28. A most excellent program will be arranged. An unusual number of interesting speeches and papers will be delivered by men well known to the trade and competent to enlighten prophers on the different subjects. members on the different subjects. Arrangements are being made for many special features of entertainment.

#### **OKLAHOMA**

Norfolk, Okla.-John Belles is building a grain eltr. and cotton gin.—H. N. Fer-rin, agt. Rea-Patterson Milling Co.

Navina, Okla.-The Navina Eltr. Co., incorporated capital stock \$6,000; incorporators, A. E. McDole, John M. Chafer and H. R. Canfield.

Guymon, Okla.—The Inter-State Mill & Eltr. Co. has let the contract to the P. H. Pelkey Construction Co. for a 10,000-bu.

Wheatland, Okla. — The Wheatland Eltr. Co. has let the contract to P. H. Pelkey Construction Co. for new machinery and engines.

Enid, Okla.—Paul Wagner of Carthage, who forged wheat checks on the Enid Mill & Eltr. Co., while out on bond, recently shot himself fatally.

Glencoe, Okla.—C. F. Baggett & Co.'s eltr. burned May I with 25,000 bus. of wheat. The loss is estimated at \$5,000, partly covered by insurance.

Tyrone, Okla.—The Inter-State Mill &

Eltr. Co. has let the contract to the P. H. Pelkey Construction Co. to erect a 10,000-

Crescent, Okla.-N. G. Norris has bot half interest in my grain and coal business and it will now be run under the name of Stobaugh & Norris.—Ed. Sto-

Weatherford, Okla.—The Independent Eitr. Co., incorporated; capital stock \$10,-000; incorporators, Geo. H. Sohlbert, J. P. Johnson, of Oklahoma City, P. J. Mulkaren of El Reno and others.

is having extensive repairs made upon its eltr. by W. H. Brockman. Mr. Brockman also is overhauling the other eltrs. of the company in Kansas and Oklahoma for the

Weatherford, Okla.—Our inability weatherford, Okla.—Our mability to get quick returns on grain is one of the serious troubles of the grain dealer, on account of dilatory methods of railroad companies, or their inability to move grain on schedule time.—A. P. Sights.

Binger, Okla.—Work is progressing on the 25,000-bu. eltr. for which the contract was let this spring to J. A. Horn by the Binger Gin & Grain Co. The house is 39 x37 ft., and will have a very complete equipment of machinery driven by a 20h.p. gasoline engine.

Russell, Okla.-The Capital Grain Co.'s eltr. was burned at 3 a. m. Apr. 22. Loss \$1,500. The fire is thot to have been started by a tramp, who broke into the eltr. the night before. The eltr. had been closed for a month. A heavy rain was falling and the eltr. is far away from any other bldg. The eltr. will not be re-

### OKLAHOMA AND INDIAN TERRITORY DEALERS WILL MEET.

The 10th annual meeting of the Grain Dealers Ass'n of Oklahoma and Indian Territories will be held May 22 at Oklahoma City. The morning session will begin at 10 o'clock a.m. in the Chamber

of Commerce.

John D. Shanahan, expert in charge, of the Buro of Plant Industry, Washington, D. C., will give an address on "Grain Standardization."

Professor John F. Nicholson, entomolo-ist of the A. & M. College, Stillwater,

okla., will make an address.

C. A. McCotter, secy. of the Grain Dealers National Mutual Fire Insurance Co., will make an address.

The afternoon session will be devoted to business, and dealers having subjects in mind for discussion are invited to address. vise Secy. C. F. Prouty, who will place the topic on the program.

A special rate of one and one-third fare has been secured on the certificate plan.

The grain dealers will banquet with the millers on the evening of May 22, the Millers Ass'n having its annual meeting May 21-22.

#### OREGON.

Portland. Ore.-William Meeschup, commission merchant, suffered \$3,000 loss by fire May I.

#### PENNSYLVANIA.

Philadelphia, Pa.—Paul A. Schwartz, pres. of the P. A. Schwartz Grain Co., died as a result of a paralytic stroke Apr. 24. He was a prominent member of the Commercial Exchange.

Harrisburg, Pa.-The senate has passed a substitute for the Dunsmore bill, creating a state railroad commission. The judiciary committee of the house has yoted against the reciprocal demurrage

Lancaster, Pa.—The grain and feed warehouse and lumber sheds of Jonas F. Eby & Sons were destroyed by fire Apr. 22. Loss about \$10,000 with \$5,000 insurance. An overheated stove caused the

Philadelphia, Pa.—Geo. Egolf, who has been engaged in the grain and feed business since 1873, died of heart disease Apr. 22. He was a member of many prominent organizations of the city and a highly respected man.

Harrisburg, Pa.—A delegation of the Commercial Exchange of Philadelphia is said to have procured an amendment to the pure food law, which if enacted will permit the sale of pure bran without the analysis on the package.

Philadelphia, Pa.—E. L. Rogers & Co. will be given a hearing May 17 before the Interstate Commerce Commission at Washington on their complaint against the embargo imposed by the Philadelphia & Reading Ry. upon shipments of hay and straw.

Indiana, Pa.—Harvey B. Engle and James Speedy of Indiana and N. Morton of Pittsburg have organized a company and will enter the grain business at Sheridan station on the Pan Handle road, three miles from Pittsburg. The company is building a transfer eltr. that will have a capacity of 75,000 bus. Mr. Speedy will have charge of the business and it is expected that the plant will be ready for operation in the fall.

PHILADEL PHILA LETTER

#### PHILADELPHIA LETTER.

Treas. Samuel C. Woolman, who has been honored with four continuous terms as pres. of the Commercial Exchange, and is now rounding out his fourth successive terms as treas. of that body, may retire from official duties after the close of the year.

Extensive changes are in contempla-tion by the floor committee of the Com-mercial Exchange under the chairmanship of Director Watson W. Walton. The office space of Secretary Logan's head-quarters is to be enlarged with a room for the use of daily committees, and a lighter and more convenient room is to be planned for that official by extending the frosted glass partition the frosted glass partition some distance further to the east of its present loca-

The export grain firms here are greatly The export grain firms here are greatly encouraged over the announcement that a new line of steamships, which will greatly increase the commerce of this port, are to ply between this port and Havre, Dunkirk and Hamburg. They will dock at Port Richmond, where the big elevators of the Philadelphia & Reading R. R. are located, and a sharp competition will be the result with the Hamburg-American and other old time affiliated lines. A lower freight rate has been promised. rate has been promised.

The new Baltimore & Ohio lake line is The new Baltimore & Ohio lake line is beginning to show its advantage to the general grain trade, is giving shippers a choice of routes to the northwest and is making good the pledges made to the business interests here by President Mur-

# The GRAIN LERS JOURNAL

ray. It is now a popular lake and rail route, and large shipments of flour from Minneapolis and grain from Duluth, Milwaukee and Chicago are beginning to arrive in Philadelphia, and the Baltimore & Chio are making more attractive rail and lake rates than some of the other leading transportation companies. Pier 62, south wharves, and double decked pier 80, Delaware river, are furnishing enlarged facilities and quick service for grain cargoes.

Hot corn is arriving in such a liberal way from the West that receivers here are threatened with nervous prostration in their efforts to satisfactorily dispose of the faulty product. It is claimed by the leading grain men at this port that greater quantities of overheated and damaged corn have arrived here during the month of April than for a number of years. After a backward spring with winter weather lingering, several temporary hot spells with the thermometer in the 90° started the germinating principle in many cargoes of moist corn in transit and the result has been hot corn with a vengeance. The present condition of affairs has given the proposed establishing of an extensive and modernly equipped grain drying plant for the city a wonderful impetus, and this much needed accommodation must come soon,—S. R. E.

#### SOUTH DAKOTA.

Stratford, S. D.-H. L. Slack will erect an eltr.

Chancellor, S. D.—The A. H. Betts Co. will erect an eltr.

Salem, S. D.—Henry Leuth of Spencer, Ia., has bot the Peavy eltr.

La Bolt, S. D.—The Farmers Grain & Live Stock Co. will erect an eltr.

Yankton, S. D.—The Fountain Roller Mills Co. will take the King Eltr. or erect a new one.

Kampeska, S. D.—The Farmers Eltr. Co. will erect a 35,000-bu. eltr. L. O. Hickock has the contract.

Canton, S. D.—H. Fitch will build an eltr. if unable to buy one of the eltrs. here.—Farmers Eltr. Co.

Valley Springs, S. D.—The Farmers Eltr. Co. has let the contract to L. O. Hickok for a 30,000-bu. eltr.

Watertown, S. D.—M. W. Murphy wiltake possession of the Western Eltr. May I. Mr. Hudson will be retained as mgr.

Artesian, S. D.—The Farmers Eltr. Co. has been organized by F. N. Wooden, Ed. Diggerness, J. E. Wilson and L. M. Doule

Canton, S. D.—The South Dakota Grain Co. is helping the people out by supplying them with coal at cost.—The Farmers Eltr. Co.

Brentford, S. D.—W. A. McCaughey's eltr. on the Minneapolis & St. Louis Ry. was recently completed by L. O. Hickok. Its capacity is 25,000 bus.

Leola, S. D.—Reagan & Hooper have let the contract to T. E. Ibberson for their 30,000-bu. eltr. It will be equipped with a large cleaner.

Burbank, S. D.—The farmers of this place are trying to organize a Farmers Eltr. Co.—L. F. Hodgson, agt. Harrington Grain Co., Merrill, Ia.

Java, S. D.—The Montevideo Roller Mill Co. has let the contract to L. O. Hickok for a 25,000-bu, eltr. here and for one at Selby, S. D., of the same capacity.

Watertown, S. D.—The Farmers Eltr. Co., incorporated, with D. C. Richardson pres., M. E. Henning vice pres., Geo. E. Ostrander secy. and Ed. Lamm treas.;

capital stock \$10,000. The company will try to purchase an eltr. or will build in time for the fall crop.

Avon, S. D.—Huntting Eltr. Co., of McGregor, Ia., has bot the eltr. of H. H. Dwight. B. L. Wilcoxon, formerly agt for H. H. Dwight and the Huntting Eltr. Co., has accepted a position with J. W. Eggers & Co., and C. C. James has succeeded Mr. Wilcoxon with the Huntting Co.—J. W. Eggers.

#### SOUTHEAST.

Atlanta, Ga.—George W. Brooke while in Cartersville was thrown from a buggy and was so badly injured that he had one of his legs amputated.

Charleston, W. Va.—The W. S. Holmes Co., incorporated, capital stock, \$25,000; incorporators, W. S. Holmes, O. A. Thayer, W. R. Kay, W. N. Brown and James Kay.

Atlanta, Ga.—J. W. Stauffacher has been appointed inspector of grain, grain products and hay for the Chamber of Commerce. He holds the same position with the Atlanta Grain Dealers Ass'n.

with the Atlanta Grain Dealers Ass'n. Charleston, Kanawha Co., W. Va.—The mill of J. A. Carr Feed & Produce Co. burned Apr. 4. Loss, \$10,000. It will be rebuilt of concrete. The Elk Milling & Produce Co., recently organized, will build a corn goods mill. The head of the concern is Jackson Carr, who was formerly mgr. of the Charleston Milling & Produce Co., in which position he has been succeeded by H. W. Sentz.—Steele & Brown Co.

#### TENNESSEE.

Memphis, Tenn.—The Patton-Hartfield Co. is making plans for the erection of an addition to its elfr. to cost \$10,000.

Nashville, Tenn.—The new pure food law of Tennessee was discussed by the Southeastern Millers Ass'n at its meeting here May I. The Ass'n has long worked for the passage of the law.

Nashville, Tenn.—The McLemore Grain Co. has brot suit against the Marshall & Michel Grain Co. of Kansas City to recover for a carload of corn bot and not received, also for corn received in bad condition.

#### TEXAS.

Munday, Tex.—The F. A. Weiser Mill & Eltr. Co. will erect an eltr.

Fort Worth, Tex.—The 9th annual meeting of the Texas Grain Dealers Ass'n will be held at this city May 23 and

El Campo, Tex.—The El Campo Rice & Eltr. Co. has let the contract to the Bailey Mill Co., which will erect a 20,000-bu. eltr.

McGregor, Tex.—The McGregor Milling & Grain Co., recently incorporated, has succeeded the firm of Johnson, Hickerson & Co.

Texhoma, Tex.—The Inter-State Mill & Eltr. Co. has let the contract to P. H. Pelkey Construction Co. for a 10,000-bu.

San Antonio, Tex.—Several wagonloads of grain recently were hauled away from the warehouse of the Paul Bean Grain Co. by burglars.

Galveston, Tex.—Robert Stolz, of Koehler & Stolz, has purchased a site for \$5,500 and it is understood that he will erect a large grain warehouse.

Graham, Tex.—The Graham Milling Co. is erecting a mill and eltr. on a side track of the R. I. road. The building will be up-to-date in every respect.

Canyon City, Tex.—The Star Mill & Eltr. Co. will erect an eltr. at this place, and one at Glazier, Tex., with a capacity of 15,000 bus. The P. H. Pelkey Construction Co. has the contract.

Every regular grain dealer will be made welcome at the annual meeting of the Texas Grain Dealers Ass'n, which is to be held at Fort Worth on May 23 and 24. It is a splendid opportunity to meet fellow dealers.

Galveston, Tex.—C. McD. Robinson, chief inspector of the Galveston Board of Trade, is sending out a card folder containing the new grades of grain to go into effect June 1. The grades are those of the Uniform Grade Congress and were adopted two months ago.

Galveston, Tex.—Exports from Galveston from Sept. 1 to May 1 were 9,921,633 bus. of wheat and 4,186,620 bus. of corn; compared with 3,509,843 bus. of wheat and 11,299,009 bus. of corn for the corresponding period of 1905-96. For the month of April 603,300 bus. of wheat and 359,343 bus. of corn was exported, against 259,520 bus. of wheat and no corn for April last year, as reported by C. McD. Robinson, chief inspector, Galveston Board of Trade.

Galveston, Tex.—The building of an eltr. and the construction of docks are not among the plans which we are now preparing to execute. Those will come after, but right now we have all we can do and will complete the work in hand before undertaking other things. Docks and eltrs. are a necessity and we will have them. Probably we will be in a position to start on those features next year, but you may feel sure that they will come.—W. E. Green, vice pres, and gen. mgr. Trinity & Brazos Valley R. R.

#### WASHINGTON.

Spokane, Wash.—C. D. Francis, mgr. of the Northwestern Grain Co., has bot a site for \$8,500.

Edwall, Wash.—The Edwall Grain Eltr. Co., incorporated; H. S. Devenish, pres.; Frank A. Hanlon, secy, and G. G. Grimes, treas.

Waukon, Wash.—Bids have been received for an eltr., and sack-house annex, for the Farmers Grain & Produce Co.

#### WISCONSIN.

Osceola, Wis.—Otto T. Buege will build an eltr.

Avoca, Wis.—The partnership of Sikir & Petranek has been dissolved and the firm has been succeeded by Sikir & Hintz.—John Sikir.

Superior, Wis.—The bills introduced in the Wisconsin legislature, striking at the Duluth Board of Trade, are not getting any support and are expected to be killed.

Brillion, Wis.—I have removed from Prillion to Oostburg and the E. Paustian Milling Co. is my successor as lessee of the eltr. owned by C. W. Behnke & Son.—L. H. Pieper.

Milwaukee, Wis.—To obtain the Minneapolis proportional on east bound business the original paid expense bill, duplicate and triplicate are required to be filed with A. E. Halderman, inspector of the Central Traffic Ass'n.

Superior, Wis.—William Clark, night watchman for the Globe Eltr. Co., was almost instantly killed May 3 by the pas-

senger lift striking him on the head and breaking his neck. He was alone.

River Falls, Wis.—Leo McDaniel and Illinois Hay & Grain Co. of Cairo, Ill., are one and the same firm. Both solicit here. I shipped nine cars to Leo McDaniel. I want to submit my case to the court.—W. H. Putnam.

Superior, Wis.—The supreme court at Madison on Apr. 30 affirmed the decision of the lower court in favor of the Metzger Seed & Oil Co., which was defendant in a suit for \$10,000 damages brot by Homer T. Fowler on account of purchases of flaxseed for the oil company.

Superior, Wis.-At a meeting of a joint Superior, Wis.—At a meeting of a joint committee of the North Dakota Bankers Ass'n and the North Dakota branch of the American Society of Equity at Grand Forks, N. D., Apr. 26, it was decided to build a terminal eltr. at Superior. J. W. Scott of Gibby was chosen pres. and W. C. MacFadden of Fargo secy. of the joint committee.

Madison, Wis.—F. H. Minch has petitioned the Railroad Commission to compel the Northwestern and the Illinois Central to put in a joint rate on grain from Abelmans to Basco, for which he now pays the sum of two locals, 15½c. The Manitowoc Malting Co. and the Northern Grain Co. of Manitowoc have petitioned the Commission to compel the Wisconsin Central and Northwestern to cease their alleged discrimination against Manitowoc and in favor of Milwaukee.

Milwaukee, Wis.—A shipper is responsible for the condition of manufactured feeds upon arrival at destination according to a recent ruling of the arbitration board of the Chamber of Commerce. The case in question was a car of dried brewers grain sold f. o. b. Milwaukee. When it reached destination feed was out of condition. The purchaser protested, but shipper maintained he was not responsi-ble for condition of grain after it left Mil-waukee. The arbitrators ruled in favor of plaintiff, awarding damages to amount of \$120.93.

#### MILWAUKEE LETTER.

The Wisconsin State Millers Ass'n recently elected the following officers: Pres., S. R. Willy; vice-pres., J. P. Horton; secy-treas., E. J. Lachmann.

The Rialto Eltr. Co. has installed an apparatus for determining the average amount of moisture in corn. It was made from designs furnished by the Dept. of Agri.

Reports received from traveling agents of local receivers place the amount of grain in farmers' hands, still to be marketed, considerably above that of the last few years at this season, thus bearing out the statement that the existing car shortage has been and is one of the worst in vears.

To improve conditions in the local yards of the St. Paul road as regards delays in switching cars to be unloaded, was the object of a conference of employes of that road who met recently to disciuss the situation. That they realize the need of some action is apparent, and it is to be hoped that a suitable remedy will be

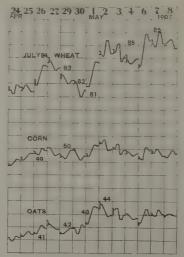
That commission merchants in this mar That commission merchants in this market are doing business on a safe and sound basis and are contented "to live and let live" is evidenced by an occurrence where one receiver was found talking business with a country shipper who was visiting in his competitor's office. This augurs well for this market and is quite a contrast to methods pursued in some markets.

At present it looks as if the Wisconsin Central Ry, will be forced to either build its own terminal in Milwaukee at the expiration, in 1910, of its lease with the C. M. & St. P. Ry, or retire its lines from this city, as the latter company has about decided not to renew the lease in view of its increased business. A bill now before the Wisconsin legislature providing for the joint use of terminals under condemnation proceedings, if defeatder condemnation proceedings, if defeated, will leave only one course for the Central (or any other road desiring to enter the city) and that is of building.

It has been learned since the arrest of John A. Adams, organizer of the Adams Grain & Commission Co. on the charge of using the mails to defraud, that he has also operated on the same plan—his nerve and one dollar—in Davenport, Iowa, and New Orleans, La. In the latter city, under the name of Leonard Koower, he organized the Koower Grain & Com. Co.—also highly capitalized—had egg cases built, hired stenographers, rented stores, etc., all on credit; and, as a result, he was arrested for using the mails to defraud, and sentenced to the federal penitentiary at Atlanta, Ga. In addition to this sentence he was arrested at Davenport on a similar charge, but escaped with of using the mails to defraud, that he has port on a similar charge, but escaped with a fine. Adams is known to have cona mie. Adams is known to have conducted a commission store in Columbus. Ohio, under the name of T. E. Lees & Co., but no criminal record against him has been reported from that city. It is believed that he has operated in other places, all at the expense of interior dealers. Adams is still confined to the county jail for lack of bail.—C.

# Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for 2 weeks prior to May 9 are given on the chart herewith.



The corn crop of Argentina is estimated by the minister of agriculture at 72,000,000 bus.; compared with 195,000,-000 bus, in 1906.

The denatured alcohol product in the 6th and 7th collection districts of Indiana between Jan. 8 and Apr. 20 amounted to 162,566 gals.

#### Uniform Rules for Grading Grain.

From an address by J. F. Courcier, Sec'y
Grain Dealers Nat'l Ass'n, before Ohio
Milliers Ass'n, at Dayton.]

In my lumble judgment, this is the most
important subject that is likely to engage
the attention of the milling and grain
trades of this and other countries, for
some the other countries, the some of the some of a number of years
of agliation and pursuant to a resolution
adopted at their tenth annual meeting, the
officers of the Grain Dealers National
Ass'n called a Uniform Grade Congress, in
Chicago, December 11th, 1906.

At this Congress, thirty-three Grain Exchanges, State Departments, and Grain
Dealers Ass'ns, were represented by one
with me today a number of printed copies
of the Grades of Grain and Resolutions,
which, at the end of a three days' session,
were recommended to the milling and grain
trades of this country, for adoption.

That Congress, by resolution, placed upon
the officers of the Grain Dealers National
Association thouty of securing the adopibility thus placed upon us, is indeed a
great one; greater, perhaps, than the average mind could conceive without being
thrown into direct contact with the work.

We realize that we are not representing
a certain class; but that we are agents of
the whole trade, not only of our land, but
also of the grain-buying regions beyond
the officers of the different varieties of
wheat, corn, oats, rye, and barley, in such
a manner that, by the names which have
been given them, they shall be known
wherever iound—whether in the broad and
matchless fields of our middle west, or in
the most obscure spots in foreign lands,
work that thus for its object the
classification of the different varieties of
wheat, corn, oats, rye, and barley, in such
a manner that, by the names which have
been given them, they shall be known
wherever iound—whether in the broad and
matchless fields of our middle west, or in
the most obscure spots in foreign lands,
work that further additions and to disregard
the fact that if we were to wait until all
cound a stream of the propositi

position to Uniformity, but since, in my judgment, it cannot possibly be based upon anything short of a desire to mislead, we do not anticipate defeat from that quarter. Do not misunderstand me; there is a vast difference between opposition to Uniformity, and opposition to the adoption of the Grades of Grain recommended by the Uniform Grade Congress. Any individual, of any market, may not consider these grades to be equitable, and be honest in his opinity of the control of the cont

ing a copy of the resolutions adopted by a conference held in London on the 8th of November last, composed of delegates representing all the principal grain centers of Europe.

In this letter, it was requested that delegates be appointed to attend a conference to be held in London not later than the 15th of March, to make, as they stated, "Necessary alterations from the existing system."

In response to Mr. Patterson's letter, I informed him that the unification of factors which has been, in a manner, antagonistic for a quarter of a century, was a stupendous undertaking, and that since our efforts thus far had been attended by pronounced success, we thot the interests of all concerned might best be served by their holding further procedure in abeyance, pending the action of the officers of the Boards of Trade, Chambers of Commerce, and State Departments, who had not then voted upon the question of the adoption of the recommendations of the Uniform Grade Congress.

Mr. Patterson's committee met at Antwerp on March the 22nd, and on the 28th, Mr. Patterson addressed a letter to me, in which he said in part:

"I am now requested to write you that after full consideration of your suggestion as to the time being somewhat short for the various Bodies interested to send a thoroly representative delegation here, it was resolved that time for such a meeting be deferred till a date to be arranged not later than 1st July and I yesterday cabled this to Mr. E. J. Powers of Power So. & Co., New York, who is at present in New York, and who is a member of our American friends. I would point out to vou that the feeling is strong on this side of the Atlantic that the present state of affairs cannot be longer endured, and if Europe generaliv is to continue buying on lines we suggest are least that can possibly be acceptable.

"Further may I point out that while we "Further may I point out that while we

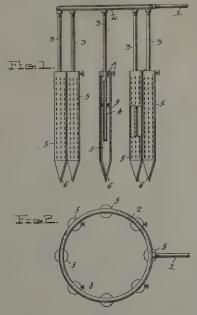
have read with great interest your pamphlet (of which, by the way, could you kindly let me have, say 30 more copies, for our numerous Associations) we think you should not definitely adopt such until your delegation has met our Committee, as if you wish us to accept Certificates on such rules, we surely should have an opportunity of considering them with you before final adoption.

"We recognize with great pleasure your attitude on this Certificate question, and as we are evidently all desirous of treating this important subject in a thoroly riendly as well as business-like manner, I feel very hopeful that result of our joint labors will be to put U. S. A. export grain trade on a much more satisfactory basis. We, of course, understand that after adoption of Rules for grading, there will be only one grade for Export and Domestic Trade.

While we have never expressed an opinion as to the reasonableness of the purposes as set forth in the resolutions adopted by the European International Committee,—believing the working-out of the details and the fixing tithe policy of the details and the fixing tithe policy of the propersy will not be willing that our appropriate will not be willing to assume all commercial hazards incident to the delivery of grain to foreign points of destination, without exacting an additional charge commensurate with the risk. However, that we have succeeded in attracting the attention and interest of the European International Committee, should be a matter of self-gratulation to the American trade, and it is to be hoped that future efforts may be devoted to the completion of the work which has been thus far so well advanced.

#### Grain Renovator.

A simple, portable device for fumigating or cooling grain has been invented by L. L. Johnson, Springfield, Ill. The engraving herewith shows the side elevation in Fig. 1 and top plan in Fig. 2.



The renovator is made of perforated pipes enclosed in perforated casings. The pipes enclosed in perforated casings. The sharp pointed casing makes it easy for operator to slip the device into a bin of grain. Air or gas may be forced thru the pipes into perforated casing and into grain. The pipes are fitted to the casing by heads and may be adjusted before or after the casing has been placed in the grain, so that heads are about on level with grain, thus forcing all gas or air into the grain. Mr. Johnson has been granted letters patent No. 846,211.

#### Improvement Suggestions.

BY J. H. JAMES.

Now is the accepted time to clean your

elevator thoroly outside and inside.

A coat of good paint on the outside will protect the surface from the elements. A coat of whitewash which has been made strong with concentrated lye will improve the appearance of the inside walls and make the place less inviting to weevil and other grain infesting pests.

It is a great waste of power and time to continue the operation of elevator legs which have lost any of their cups. It takes much longer to elevate a given quantity of grain with fewer buckets. Bent cups shud be replaced with new strong cups of maximum carrying ca-

pacity. .

It wud be cheaper to straighten your shafting and strengthen your drives now than next fall when the farmers are wait-

ing in line to unload their grain.

If your gasoline engine is not giving satisfactory results, better sell it and put in a new up-to-date engine of larger ca-

pacity.

The timbers on your wagon scale need renewing and scale shud be reset and thoroly tested. Don't guess on the quan-

thoroly tested. Don't guess on the quantity of what you pay out good dollars for.

The wagon dump which scares mules or breaks horses legs shud be thrown out and one of safer variety installed.

No dealer can expect to succeed without a reliable shipping scale for determining the quantity of grain he places in every

A good car loader will relieve shoveling shippers of many backaches and insure every car being loaded to the maximum.

The elevator man who installs a good drier now will have no occasion to complain of losses from heating grain next

Don't intrust the building of your new plant to a barn builder lest the elevator fall on you or your best customer. The country affords a bountiful supply of experienced builders of grain elevators; men who have made a study of the different stresses to which grain store houses are subjected; men who invariably save for builders more than the cost of their serv ices in the reduced cost of materials used. The barn builder often consumes twice as much lumber as is necessary and sel-

dom gets the machinery placed properly or leaves it in prime working condition. If you expect helpers to inspect top floors even occasionally, it behooves you to make it easier for them by installing a man lift.

If your distributing spout is mixing grain, better thro it out and put in one which will do the work properly, as it will save you much in the better grading of shipments.

of shipments.

Cleaners which make perfect separations not only improve the quality of your grain, but insure its being graded higher. If your sheller is breaking a large percentage of kernels on every ear, it is time you complained to the maker; either it is not in working order or you have it adjusted wrong. Some dealers have insisted on running their sheller backward, but have seldom secured satisfactory results. If the teeth are entirely broken off the core, better send for a new one.

A feed mill will assist you to a high

A feed mill will assist you to a high price for off-grade stuff next winter, es-

price for on-grade sufficient white, especially if the coming crop is short.

A careful inspection of power transmitting machinery will generally disclose several weak points you had not known of. Remedy them while you have time.

Do it NOW.

# Supply Trade

The Ellington Manufacturing Co. has gone out of business.

"Not in the trust" is printed in red on the letter head of the Standard Scale & Supply Co.

The Burrell Engineering & Construction Co. has light spacious rooms in its new offices in the Stock Exchange Bldg.

The Avery Scale Co. has opened an office in the Board of Trade Building in Kansas City, Mo., and Benjamin Ordway has been appointed manager.

The Avery Scale Co. has moved its Chicago office from the Great Northern Building to room 1500 in the Fisher Building. Mr. Locke Etheridge is the Chicago sales manager.

Chas. Kaestner & Co. have added 18,000 sq. ft. of floor space to their manufacturing plant, thus making a total of 72,000 ft. The additional space will be used as a machine shop.

The Noth-Sharp-Sailor Co. has been appointed Chicago representative for the B. S. Constant Co., Bloomington, and will give personal attention to all inquiries concerning machinery it receives from users or prospective buyers of equipment for elevators.

Our outlook at this time for elevators is better than we have ever seen it before, there being more inquiries and more people building than any previous year. We have recently been blessed with rain and snow in this territory and west, which will make the elevator busines very brisk for this season.—P. H. Pelkey Construction Co.

The Noye Mfg. Co. has been reorganized, Richard K. Noye Sr. having retired from active business life. The principle control of the Company is now vested in Henry S. Madden, sec. treas. and general manager. It is the purpose of the new management to increase the capacity of the plant and otherwise make arrangements to turn out more roller mills.

The Central Elevator & Construction Co. has been succeeded by The Seckner Co., the name assumed by the company before Mr. Seckner left Chicago. On account of being so widely known Mr. Seckner believed it would be advantageous to him to reorganize under the original name. The Company has found it necessary to take additional office space and employ an extra draftsman on account of increased business.

I went to the trouble and expense to visit the location and make plans and specifications for a grain elevator for Botzum Bros., of Akron, O., which they will build at Delphos, O. The owner also secured drawings from some local house builders and finally let their contracts to local barn builders and sidewalk contractors—the writer being left to hold the sack good-naturedly until Messrs. Botzum Bros. wish to build another elevator.—Fred Friedline.

Here is a little sound sense from a business man who advertises: "I must advertise if I would get results from my men on the road. Before I advertised, my travelers, on entering a bottler's office, would be told: We are not acquainted with your house,' and in many cases found they could not secure an order, which perchance, would be given

to a competitor right before their eyes. As soon as I began to advertise I had a different experience. My men found that it was equivalent to a letter of introduction from a mutual friend. 'Oh, yes, we have noticed your advertisement and we feel acquainted with your house.' In this influence alone our advertising pays."

influence alone our auverning relations of the Atlas Belting Co. is giving out a handsome souvenir to its friends and customers in the form of a collapsible hair brush. When folded the brush fits neatly into a leather case that may be conveniently carried in the pocket. The brush is opened by twisting a movable handle into position for use. At the same time the bristles are straightened and the brush becomes a very formidable dust weapon. It is an article which most any one would be glad to get and will doubtless prove a very good reminder of the belting company.

Stephens-Adamson Co. has added a steel shop 80x200' to its equipment. The addition of this building makes a total of 750x000 sq. ft. used by the Company for manufacturing purposes. The Company has just purchased 12 acres of land from the C. B. & Q. upon which a factory will be built at once. It has just installed several new lathes and boring mills. In the steel shop the company has added a large square shear, a flanging machine, a large press and a roll 12 ft. long. This is all new machinery. It takes 175 men to run the plant.

There has been of necessity some increase in prices of elevator machinery and supplies as compared with one year ago, but this increase where it has taken place has been forced upon the manufacturers by the higher cost of material and labor. We think if the facts were fully known, the increase in the manufactured product is less than would be justified by the change in the cost of manufacture. From our observation of the trend of prices in other lines of manufacture, we think that elevator machinery is peculiar, in that prices have remained very nearly what they were under old conditions.—H. W. Caldwell & Son Company.

The McLeod Automatic Scale Co. of Peru, Ill., have established a general sales office in the Monadnock Bldg, Chicago, Ill., and will be represented by Mr. C. A. Wright as resident Director and Sales Manager. They also have arranged to manufacture a grain aspirator which has recently been developed and perfected under the direction of Mr. C. D. Stephens, the consulting engineer. This machine embodies many new and novel features in the way of a general cleaning and ventilating machine, and is very highly regarded by those who have used it. Mr. Stephens will act as consulting engineer for the Scale Company and will have general charge of installation both of the scales and aspirators.

There is only one kind of storage and that is CONCRETE. When built by competent engineers it is everlasting, will not burn or sweat, and keeps your grain in perfect condition. Concrete storage can be built in any size diameter and height, and is becoming so popular that it amazes one. It is not an experiment. The first cost is but little more than wood. Lumber is becoming scarce and expensive. You save repairs, insurance and worry which will soon make up the excess cost. Grain men thruout the country realize this and the day is not far distant when, you go through the country you will see nothing but concrete. Grain storage plants

are all located on or near the railroads, have an extra risk of fire. About 49% of these fires are total loss, the balance cause a loss of time and opportunity, which means money.—The Seckner Com-

The Chicago office of the Standard Scale & Supply Co. was badly damaged by fire, water and a falling wall May 8. The Morley Building adjoining that of the Standard Scale & Supply Co. was practically destroyed and when the wall fell a portion of it crushed the roof of building in which the scale company's office is located. Fire then broke out and necessarily the office was flooded with water. B. F. Simpkiss local manager, was in the office when the wall fell in, and barely escaped with his life. He was the only member of the company in the building at the time as he warned the employes that if they staid they must do so at their own risk, so all of them. had gone.

#### The Chicago Lumber Market.

Forest fires, man's prodigality and prosperity is a trinity that has made lumber prices soar. And it takes no stretch of the imagination to see the consumer in the same condition, viz., sore. Tree stumps that were used for fire wood a quarter of a century ago are about as good as a gold mine now if branded by the right name. Consequently dealers who use lumber to make improvements find themselves forced to pay higher prices continually for lumber.

There will probably be a 5% advance in lumber before the summer is over; especially is there bound to be an advance soon on heavy timbers. Hemlock cribbing lately advanced \$2 per M making it retail now for about \$19 per M. There has been no decided advance in matched flooring and shiplap and it will probably hold steady all summer at about \$25 to \$35 per M. Heavy timbers 14x14 and up, bring \$26 to \$75 per M. Grain dealers intending to make improvements late this summer and who exact the state of the summer and who exact the summer and who exact the summer and who exact the summer and who we want to the summer and who exact the summer and who we want to the summer and who was stribbers and heavy timbers.

Grain dealers intending to make improvements late this summer and who expect to use cribbing and heavy timbers will do well to contract for them now before the advance comes. Supply and demand is what makes prices, and the demand keeps ahead of the visible supply. Buy lumber now.

#### Leather Washers for Bucket Bolts.

Until friction has been eradicated from the realm of mechanism those in charge of machinery will always have trouble. The question then is how to minimize it. Did you ever have your elevator buckets work loose, get caught in the leg, and smash things up generally? Prevent



it. When you fasten buckets to belting use hard leather washers that may be procured from your dealer. The leather washers prevent the nuts from coming off elevator bolts and much trouble at a slight expense is obviated. We are indebted to H. W. Caldwell & Son Co. for an illustration of the hard leather washers.

#### Construction of Elevator Legs.

The marked variation of opinions as to the proper spacing of elevator cups to attain a maximum capacity will no doubt result in some conscientious worker experimenting until he has solved the probperimenting until he has solved the prob-lem to a certainty. The size and speed of the head pulley also must be carefully considered in order to secure the safe de-livery of all grain elevated into the spout from head. The expense of installing and operating grain elevator legs is doubled and tripled in many cases thru sheer ignorance, but so long as grain elevator men will employ barn builders to do their work they must expect to pay dearly for the

they must expect to purificate.

H. W. Caldwell & Son say that "The lifting side of elevators should be perpendicular, or in other words, on lifting side a plumb line against face of head pulley should touch face of boot pulley.

"The speed of the shaft in the head elevators should be from 30 to 48 revolutions

vator should be from 30 to 48 revolutions per minute, according to diameter of pulley and material elevated. Square-cornered buckets, with flat backs and pointed bottoms, will not deliver at a high speed of belt. The head or discharge action of elevator is well illustrated by the boyish trick of whirling overhead a pailful of water. If the speed is great enough no water will spill; if not just right, the water will drop out. The speed of elevator can be so great that no grain will be discharged.

"The elevator leg should be built straight on the lifting side, and so large that the belt or buckets cannot strike the

wood under any circumstances.
"The back leg should be belied or sagged to suit the sway of belt, and so arranged that the buckets or belt will not

strike.
"The material should be fed into the boot on the front or lifting side, at the boot on the front or lifting side, at the center of the pulley, not under the pulley. If necessary, boot can be fed at sides and in rear, but if at sides, feed low; if in rear, low as possible, so the material will not pack back of the bucket, which causes bucket to stand out from belt, strains the belt, and wears holes in it."

The Bombay Chamber of Commerce has complained to the Indian government of the car shortage. The seed and grain trades are greatly inconvenienced. At three stations 13,000 tons of ore await

Many proposals have been submitted to the Hungarian Parliament wherein it is proposed to refund a portion of the improjects to return a portion of the import duty on wheat to millers exporting a certain per cent of the flour they manufacture. It is believed the government will adopt the 130 per cent proposal; that is, for every 100 lbs. of wheat imported 130 lbs. of flour must be exported.

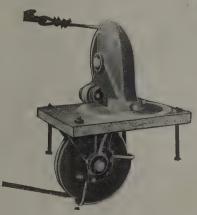
I have been told again and again by members of the local corn trade association that the American inspection in many instances cannot be depended upon by reason of the carelessness or inefficiency of the inspectors, and that serious differences have arisen between the English ences have arisen between the English importers and their customers because of the dissatisfaction of the latter with the grain furnished to them on the basis of the American certificate. It is felt here and on the Continent that the foreign corn trade associations should have some voice in the appointment of the American inspectors, at least to the extent of determining their qualifications, and proper redress if their grading should be erroneous.—Consul John L. Griffiths, Liverpool, Eng.

#### Friedline's Radial Car-Puller Sheave.

Herewith is illustrated a Radial Car-Puller Sheave, designed for use in con-nection with steel cable car pullers.

This sheave has been in constant use for the past three years and has given perfect satisfaction under hard service. The sheave is constructed of a heavy

The sheave is constructed of a heavy cast iron plate with lugs extending underneath, which carry a sheave and housing. The top sheave and housing is fastened to a steel pin with a hollow center. This sheave and housing together with the friction rollers, "Radiates" or turns about freely on a turned track. This sheave is usually set up on a frame or concrete foundation near the railroad tracks. railroad tracks.



The cable is brot out from car puller in the building and run up through the sheave and attached to the cars in usual manner. Owing to the fact that the top portion radiates freely, the sheave is always in line with the cable when pulling cars on curved tracks, or when the hook comes up close to the sheave. This sheave is especially well adapted where there are two or more tracks at the elevator, and it is desired to run the cable thru under one or more of the tracks. The pulling cable to the cars is held well up off the ground. The correct place for hooking onto car is to the bolster under the body of the car and not to the trucks, on account of the liability of turning the trucks crosswise of the sheave and attached to the cars in usual of turning the trucks crosswise of the

The proper hook to use is made like the one shown in cut. This hook is a forged iron bar and in the bend is 4" to 5" wide and 1" to 1-1/2" thick. The end is tapered and the hole rounded so not

These sheaves are regularly built in two sizes which are carried in stock, the 16" sheave being adapted for heavy work and the 12" sheave for small plants. Standard crucible cast steel rope,

19 wires to the strand, hemp center, is recommended as giving good service.

The sheave is covered by letters patent issued to Fred Friedline, who controls its sale.

Alfalfa is the main crop in Arizona; and to give it more body oats and barley are usually sown with alfalfa, called in the market grain hay. As soon as the crop is secured water is turned in to a depth of 4 or 5 inches, and in about 4 weeks a second crop is cut. If water is plenty cutting is continued all summer.

## Heating of Grain

In storage tanks or bins is avoided by using THE ZELENY THERMOMETER SYSTEM Descriptive circular sent on application

Multiplex Electric Thermometer Co. Minneapolis, Minn.



#### Cover's Dust Protector

Bubber Protector, \$2.00 Sent postpaid on receipt of price; or on trial to responsi-ble parties. Has automatic valve and fine sponge.

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When figuring on a grain drier don't forget to send for my catalogue. When received read the testimonials of the actual users. Then write any or all of them. I am contented to abide by what they will tell you, as every one now using the Morris Drier, have made a thorough investigation of all the driers on the market and have taken my drier in preference over all others.

## F. R. MORRIS

51 Chamber of Commerce, MILWAUKEE, WIS.

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Are always traced to unscaled cars. Know positively that your cars are sealed before leaving your station Don't wait until the agent gets ready to seal the car. Use the Tyden Seif-Locking Car Neal, bearing your name and consecutively numbered and seal car immediately after it is loaded. The record is cars to keep. Adopted by U. S. Government for \$3.50 pcr. 1. Fide. \$3.50 pcr. 1. Fide



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# Seeds

W. Sclater has succeeded S. Hunter, seed dealer at Regina, Canada.

Clover mostly is frozen out and grass is not doing anything.—A. J. Shontz & Son, Kansas, O.

Porter & Stone have bot the seed house of E. A. Bennett at LaMoure, N. D., and will take possession July 1.

L. P. Graham, who is said to have taken out the first patent on a seed corn sorter, died recently at Decatur, Ill.

Imports of clover seed at New York for the week ending May 4 were 1,653 bags, against 2,288 bags for the preceding week.

The condition of clover on May 1 was 78 per cent, and the condition of timothy meadows 78 per cent.—Missouri State Foard of Agri.

Prospect now is for another short crop of clover seed; how short will be an open question for several months.—C. A. King & Co.

Old clover meadows look bad, being badly winter killed. Some young clover also has been killed.—T. H. Masters & Son, Brookville, Ind.

The Michigan Senate has passed Senate bill No. 23 regulating the sale of agricultural seeds and providing a penalty for the sale of impure seeds.

The Northern Seed Co. has been incorporated at Valley City, N. D., with \$10,000 capital stock, by E. S. Delancey, E. J. Delancy and C. H. Briggs, all of Valley City.

The Ohio Dept. of Agriculture reports the average date of seeding clover as Mar. 25 and the acreage sown as 90 per cent of last year's. Clover has been damaged by the freezing weather.

The Kentucky Blue Grass Seed Co. is erecting a large warehouse at Mt. Sterling, Ky., for storage. It will have the latest equipment for cleaning seed and will be ready for the crop of 1907—I. T. Tabb.

The arbitration committee of the Milwaukee Chamber of Commerce on grass and clover seed recently named for the ensuing year is J. J. Crandall, Louis L. Runkel, S. G. Courteen, L. Teweles and G. C. Holstein.

The acreage of young clover in Tennessee May I was 85 per cent, against 81 last year, and its condition was 80 per cent against 84 a year ago. The condition of meadow grasses in the state was 87, against 92 a year ago.—W. W. Ogilvie, State Commissioner of Agriculture.

Never allow flax which is to be used for seed to become wet; for the spores of disease germinate, and, like mold filaments, grow into the seed coats, and seed treatment will fail to destroy this internal fungus. The young plants from such seeds must eventually sicken or die, and will introduce the disease into the soil wherever they fall.—Professor H. L. Bollev

Clover seed has been firm all week at Toledo. The strength in grains probably caused some of the shorts to cover. The price of October is about 15 cents over a week ago and about 1.50 over a year ago. There seems to be no special reason for going short, except that these prices are very attractive. There has

been damage to wheat and no doubt has been to clover. The April deal was closed up without much excitement, and there has been but little doing in cash seed since. Stocks here are probably less than 1,000 bags, and no doubt it will all be wanted before new seed is received. Trading in all futures is active, especially March, which the short sellers prefer, while most bulls are buying Oct.—J. F. Zahm & Co.

London, Eng.—There are few fresh lots of English Red offering and it now looks as if all that has been threshed will be required. The home demand is fully on, and as stocks are rapidly being used up prices are very firm and in some instances a shade dearer. White clover is in good request at the low prices now ruling. Alsike in good demand; prices very firm; stocks of medium qualities becoming exhausted.—W. H. & H. Le May.

Toledo received during the week ending May 4, 201 bags of clover seed and shipped 627 bags, against 1,020 bags received and 1,087 bags shipped for the corresponding week of last year. Receipts for the season prior to May 4 have been 47,775 bags and shipments 55,842 bags, against 80,571 bags received and 85,745 bags shipped during the corresponding period of 1906. Receipts of Isike clover seed for the season have been 13,200 bags, against 7,050 bags last year.

Chicago received during the week ending May 4, 409,375 lbs. timothy seed, 71,684 lbs. clover seed, 186,850 lbs., of other grass seed, and 33,119 bus. flax-seed, compared with 182,000 lbs. of timothy seed, 266,618 lbs. of clover seed, 307,110 lbs. of other grass seed and 88,400 bus. of flaxseed for the corresponding week of 1906. Shipments for the week have been 81,454 lbs. of timothy seed, and 504,053 lbs. of other grass seeds; against 448,512 lbs. of timothy seed, 43,509 lbs. of clover seed and 1,282,420 lbs. of other grass seeds for the corresponding week of last year.

Para grass is a recent introduction into

Para grass is a recent introduction into the southern states. It is a perennial which makes its best growth on damp soils, though it has been fairly successful on Texas ranches where irrigation is needed for most other crops. It is not injured by prolonged overflows, making a vigorous growth where the land is under water several weeks. It is especially valuable for planting on ditch banks, on the margins of ponds and on soils too wet and "seepy" for the cultivation of other crops. It is used for both hay and pasture. Para grass will not withstand a lower temperature than 24 degrees Fahr. It is therefore adapted only to the extreme southern portion of the country and California. It has succeeded as far north as Charleston, S. C.

The Iowa pure seed law, S. F. No. 18, by Newberry, which was passed by the last legislature, contains provisions defining agricultural seeds, their impurities, the percentage of mixtures permissible in pure seed, that seeds must be true to name, that violators of the act shall be fined \$100 and costs, that packages must be labeled with the name of the seed, full name of the seedsman, his address, a statement specifying the kind and percentage of impurities, and the locality where grown, when known. The provisions of the act do not apply to persons selling seeds for food, or direct to merchants to be cleaned or graded before being offered for sale, or to seed marked "not absolutely clean" and held for shipment outside the state; or to seed

delivered by a farmer on his own premises for seeding by the purchaser. It is provided that on receipt of a fee of 50c the state food and dairy commissioner shall cause an analysis of the seed sample submitted to be made.

#### Seed Corn Germinator.

One of the simplest devices for testing the vitality of seed corn is the invention of Alfred R. Francis, Kent, Ia., illustrated in the engraving herewith, on which he has been granted letters patent No. 849,671.

No. 849,671.

An ordinary box of wood or metal has small holes bored thru the sides a few inches above the bottom. Sawdust is filled in and pressed down hard, and level on the top. A cloth is spread on the sawdust to support the bottom layer of kernels as in Fig. 1. A sectional crate, Fig. 3, is placed on the cloth and the kernels placed in the compartments. The cloths are lettered and the compartments are numbered for the identification of the kernels contained in each with the ear of corn from which they were taken. Fig. 2 is a horizontal sectional view of a crate in position for filling. Fig. 1 shows 6 such crates one above the other with a cloth between. The top crate is covered by a cloth and this is covered with sawdust

After filling, water is poured over the top layer of sawdust and allowed to soak thru until it fills the lower stratum of sawdust and runs out thru the small holes in the sides. The box is then set away for about 5 days and subjected to the required heat. After a sufficient time has elapsed the top layer of sawdust is removed, the cloth taken off and the kernels inspected. The ears of corn which correspond with grains of their respective letter and number are accepted or rejected according to the demonstrated germinating power of the tested seeds.

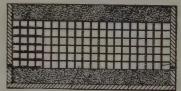


FIG I

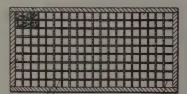
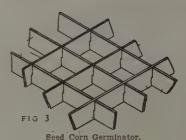


FIG 2



#### Grain Shipper Fined for Rebating.

The W. P. Devereux Co., of Minneapolis, Minn., on May 4 admitted itself guilty of rebating as charged in the in-dictment by the federal grand jury. Judge Lochren imposed a fine of \$1,000, which Mr. Devereux paid.

While this the first case on record in which a grain shipper has paid a fine for accepting rebates from a railroad on grain shipments, it merely shows that the law is now being enforced, which it never was before, and the W. P. Devereux Co. is no more guilty than scores of other shippers who have not been indicted and probably never will be brot to the bar of

Mr. Devereux simply followed the habit of most shippers of accepting a rate when

or most singpers of accepting a rate when quoted by the railroad agent, taking it for granted that the rate offered by the carrier must be the lawful one.

The W. P. Devereux Co. was indicted on 15 counts, the first one, on which the plea of guilty was made, relating to a reduction of 20c per 100 lbs. from the regular rate on a car of oats shipped to Scattle Weeh on July 21 1002. After Seattle, Wash, on July 31, 1905. After the plea of guilty the government agreed not to prosecute the remaining 14 indictments.

Mr. Devereux says: "It is the belief of our counsel, and of many high legal authorities, that we would eventually win in our contention covering these matters. This, however, would lead to long and expensive litigation and even if we expensive litigation and even if we should win in the end it would mean heavy financial loss and, inasmuch as there is no disgrace attached to the matter and nothing in which we could be censured for dishonorable conduct, we decided to close it up.

"We wish to say that our company has never denied the facts claimed by the government attorneys. The freight was raid in the same manuer as we paid all

paid in the same manner as we paid all our other freight bills, and we did not receive any refund or benefit of any dis-

crimination. Our records in the matter are perfectly clear, as they should be. "The shipments complained of were made by our company in the year 1905

and, I believe, before any shipper had been prosecuted under the Elkins law. We depended entirely upon the railroad companies for rates and accepted the rates given by them, they being the only authority which we could call on.

"The change or condition brought about by federal legislation and the preserving of discrimination or inscribed."

vention of discrimination or inequality in rates will, and ought to be, well re-ceived by all right-minded shippers."

### In Service Over Sixty Years.

Without doubt the oldest engine running in the state of Illinois is owned and operated in the elevator mills at Pana, Ill., of Sam'l White, a patriarch in the grain business. While the pedigree of this engine is uncertain since its parentage is unknown, yet the history of its operations may be traced back over sixty years. Sixty years of service and still in the

The engine was made before it was the custom of manufacturers to place their names on them, but it is supposed to have names on them, but it is supposed to have been made by Greenwald, a famous manufacturer, who in the early days had headquarters at Cincinnati. The engine was first used on a steam boat which traversed the Mississippi over sixty years ago. The boat was wrecked and the engine lay in the sand for a long time. Some time before the war, it was dug out and taken to Hillsboro, where it was installed in a saw mill. Mr. White, the

present owner of the engine, remembers seeing it in active service at that time. After the war of the Rebellion was over Mr. White purchased the engine and took it to Pana and installed it in his elevator where it has been doing service ever

The engine has an 8x24 cylinder, is a 35 The engine has an 8x24 cylinder, is a 35 h. p. and has worn out many boilers during its term of operation. Perhaps the most ancient and wonderful thing about the engine is the wooden hickory pitman, the same one that was dug out of the sand with the engine over forty years ago. The machinery of the engine rests on large wooden logs and in every par-ticular shows that it is ancient.



Sixty Year Old Engine in S. White's Plant at Pana, Ill.



A. HART, 41 White St.,

lla better made, cut from \$8 and \$10, to 4 Wheel, \$3.00 5 Wheel, \$3.25 Sold by all dealers.
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# Supreme Court **Decisions**

Acceptance of Offer .- Where an offer in Acceptance of Oner.—where an other in writing to sell seed is accepted by another, the law implies from such acceptance a promise to receive and pay for the seed, and such promise is sufficient to support the offer to sell.—Bailey et al v. Leishman. Supreme Court of Utah. 89 Pac. 78.

Crop Mortgage. - A mortgagee of chattels Crop Mortgage.—A mortgagee of chattels who gives up a lien on a part of the chattels in consideration of an assignment to him of a mortgage on growing crops, executed by a third person to the mortgagor, gives a consideration for the assignment, and acquires title to the latter mortgage.—Jordan v. Pence, St. Louis Court of Appeals. 100 S. W. 529.

Limited Publication of Quotations.—A limited or restricted publication is one which communicates the quotations to a select few upon condition expressly or impliedly precluding their rightful ulterior communication, except in restricted private intercourse.—Chamber of Commerce of Minneapolis v. Wells. Supreme Court of Minnesota. 111 N. W. 157.

Minnesota. 111 N. W. 157.

Initial Carrier Not Llable.—Where a bill of lading authorized the initial carrier to deliver the shipment to another carrier, if the destination were not on the initial carrier's line, the initial carrier was not liable for loss of the goods after delivery by it to a connecting carrier.—Glazer v. Old Dominion S. S. Co. Supreme Court of New York. 103 N. Y. Supp. 112.

Sale of Crop.—Where defendant agreed to purchase from plaintiff all the corn that plaintiff might raise in a certain season, and plaintiff raised the corn, but failed to tender it, though defendant was ready to accept and pay for it, plaintiff could not recover damages for defendant's failture to accept and pay for the corn.—Pancoast v. Vail. Superior Court of Delaware. 65 Atl. 512.

Sunday Not Included in Demurrage.—

ware. 65 Atl. 512.

Sunday Not Included in Demurrage.—
Under the act providing a penalty for failure to deliver freight in a certain number of hours, when notified that prompt shipment is required, Sunday is not to be included in the days for which the penalty is allowed, as freight trains are prohibited by law from running on Sunday.—Salley v. Seaboard Air Line Ry. Supreme Court of South Carolina. 56 S. E. 732.

Mechanics Lien.—Where a contractor

Court of South Carolina. 56 S. E. 782.

Mechanics Lien.—Where a contractor who agreed with the owner that he would keep the property free from mechanics' lens contracted with a sub-contractor to keep the premises free from mechanics' liens, the subcontractor, having knowledge of the agreement of the contractor, could not claim a mechanic's lien for services and materials furnished.—George B. Swift Co. v. Dolle. Appellate Court of Indiana. 80 N. E. 678.

Regulation of stock transfers is a legitimate subject of corporate legislation, in the form of by-laws, to enable the corporation to know who are stockholders, to whom dividends are payable, who are entitled to vote, and, where the company has a lien on the stock for debts due to it from the stockholders, to enable it to prevent a transfer in derogation of its rights,—Miller v. Farmers Milling & Elevator Co. Supreme Court of Nebraska. 110 N. W. 995.

preme Court of Nebraska. 110 N. W. 995.
Evidence of "Spontaneous Combustion"
Inadmissible.—In an action by an insurance company against a railroad for
money paid on a policy for loss of an elevator by fire occasioned by sparks from
one of defendant's engines, where all the
evidence tended to show that the fire originated outside of the elevator, evidence
"that spontaneous combustion was more
liable to occur in elevators than in other
buildings" was inadmissible.—Aetna Ins.
Co. v. Missouri Pac. Ry. Co. Kansas City
Court of Appeals. 100 S. W. 589.

Rates in Opposite Directions.-A carrier, Rates in Opposite Directions.—A carrier, charging a higher rate for carrying freight in one direction than it does for carrying freight of the same class in the opposite direction, does not as a matter of law make an overcharge, within Revisal 1905. Sections 2642-2644, imposing a penalty on a railroad charging more for the transportation of property than is allowed by law, etc.—James H. Scull & Co. v. Atlantic Coast Line R. Co. Supreme Court of North Carolina. 56 S. E. 876.

Notice to Margin.—Where one for whom a broker was carrying stocks on a margin, on being informed by the broker over the telephone that he must put up further margin or take up the stocks, told the broker to sell, he was authorized to do so, irrespective of any former agreement between the parties calling for further or written notice to put up more margin, or of the time and place of sale.—Pierson v. Frenkel. Supreme Court of New York. 103 N. Y. Supp. 49. Notice to Margin.-Where one for whom

Subrogation of Insurer.—Property situated near a railroad was destroyed by fire communicated by the railroad company, and the insurance company paid the loss, and the insurance company paid the loss, taking a receipt subrogating it to the rights of insured against the railroad company. Heid that the insurance company could maintain an action against the railroad for the amount paid without bringing in other parties.—Actna Ins. Co. v. Charleston & W. C. Ry Co. Supreme Court of South Carolina. 56 S. E. 788.

Telegraf Error.—Telegraf companies in this territory are liable for the full amount of the loss sustained by reason of their failure properly to deliver messages within a reasonable time, notwithstanding an express stipulation in the contract of carriage that such companies shall not be liriage that such companies shall not be li-able for mistakes or delays in the trans-mission or delivery, or for nondelivery, of any unuepeated message beyond the amount received for sending the same.— Blackwell Mill & Elevator Co. v. W. U. Tel. Co. Supreme Court of Oklahoma. 89

Authority of Station Agent.—The fact that a station agent of a railroad company persuaded the consignee to receive corn in a damaged condition and pay the freight does not render the company liable for damages, when it would not be otherwise responsible, unless it appears that the agent was authorized on its behalf to assume such liability. It is not within the scope of the authority of a station agent to bind life company under such circumstances for a liability that does not exist.—Southern Ry. Co. v. Gardner. Supreme Court of Georgia. 56 S. E. 454.

Court of Georgia. 56 S. E. 454.

Posting Not Publication.—The act of plaintiff in recording the quotations upon a blackboard in its building for the information of its members, and like conduct on the part of members in their private offices, being for the exclusive benefit of their customers, such members being under obligation to plaintiff not to disclose the quotations otherwise than in their own business intercourse, does not constitute a general publication of the quotations, entitling the public to appropriate and make use of the same.—Chamber of Commerce of Minneapolis v. Wells. Supreme Court of Minnesota. 111 N. W. 157.

Sale of Seed.—In an action for the

of Minnesota. 111 N. W. 157.

Sale of Seed.—In an action for the breach of a contract to sell seed, it was alleged that 10 days or less after the making of the contract was a reasonable time within which to deliver the seed, and that the buyers made several demands for the seed; the last of which was about three weeks subsequent to the offer. Held that an acceptance of the offer to sell might be shown under the allegations of demand; and it being a question for the jury whethsnown under the allegations of demand; and it being a question for the jury whether the acceptance was made within a reasonable time, and whether the sellers had had a reasonable time to deliver after acceptance, the complaint was sufficient on demurrer.—Balley v. Leishman. Supreme Court of Utah. 89 Pac. 78.

Landlord's Lien.—Ky. St. 1903, Sec. 2323, provides that a landlord has a superior lien upon the crop of his tenant to reimburse him for money and property furnished to

the tenant to enable him to raise the crop or live while carrying out the contract, but that the lien does not continue for more than 120 days after the expiration of the term. Section 2324 provides that the landlord may enforce his lien by distress or attachment. Held that the delivery to the landlord by the tenant of his interest in the crop at any time before the landlord's lien expires preserves the lien as effectually as the institution of a legal proceeding to enforce it.—Marquess v. Ladd. Court of Appeals of Kentucky. 100 S. W. 305.

Posting Schedules.—Interstate freight rates are established when a schedule thereof is filed by a carrier with the In-terstate Commerce Commission and copies terstate Commerce Commission and copies are furnished by the railway company to its freight offices, although such rates may not be "posted" as required by Sec. 6 of the act to regulate commerce, as amended March 2, 1889 (25 Stat. at L. 855, chap. 382, U. S. Comp. Stat. 1901, p. 3158), which is not made a condition precedent to the establishment and putting in force of the tariff of rates, but is a provision based upon the existence of an established rate, which has for its object the affording of special facilities to the public for ascertaining the rates actually in force.—Texas & Pacific Railway Co. v. The Cisco Oil Mill. Supreme Court of the United States. 27 Sup. Ct. Rep. 358.

Liability of Connecting Carrier.—For the

27 Sup. Ct. Rep. 358.

Liability of Connecting Carrier.—For the consignee of a car of freight to write the last of connecting carriers that there was a shortage, saying "Kindly trace shortage," is not such a demand as to make such carrier liable under Code 1892, Sec. 4801 (Code 1906, Sec. 4583), providing that if a carrier receive freight from another carrier for further transportation and delivery, and on arrival at place of delivery there is a shortage therein, it is the duty of the last carrier to obtain and furnish the consignee, "on demand," true copies of all notations, exceptions, records, and memoranda entered on the books of each carrier touching the receipt, transfer and handiling of the freight while in transit, and, failing to furnish the same within 30 days after demand, it shall be presumed to have caused such loss.—Threefoot Bros. & Co. v. New Orleans & N. E. R. Co. Supreme Court of Mississippi. 48 South. 303.

Landlord's Lien.—Revisal 1905, Sec. 1993.

Landlord's Lien.—Revisal 1995, Sec. 1993, gives an agricultural landlord a lien on the tenant's crops for unpaid rent, and section 2052 gives one making advances for raising of crops a crop lien inferior to the landlord's. Held that where a landlord rented agricultural land and a store building for \$40 and a percentage of the crops in a suit to determine the relative rights of the landlord and agricultural lenors. in a suit to determine the relative rights of the landlord and agricultural lienors to the proceeds of the crops, the agricultural lienors claiming that the lien was severable to the extent that the rent was apportioned, the \$40 covering the store rent, and the crop rent the land, in instructing it was error to lay stress on the landlord's claim that the lease was for the whole it was error to lay stress on the landlord's claim that the lease was for the whole property, as the land and store might have been rented at the same time, and still the contract be several, and the store rent not a lien on the crops.—Reynolds v. Tay-lor. Supreme Court of North Carolina. 56 lor. S E.

Creditor of Member Recover from change.—A rule of an exchange providing that claims due to members from a dechange.—A rule of an exchange providing that claims due to members from a defaulting member may be collected by an exchange and applied to debts due other members is invalid, as in violation of the bankruptcy law; and where, within the four-months period a stock exchange, of which a bankrupt was a suspended member, collected the balance due from the members to the bankrupt and distributed it among the creditors of the bankrupt, who were members of the exchange, and no claim was made to the fund by the trustee in bankruptcy until it had passed into the hands of the creditors with the approval of the bankrupt, only the creditors who received the fund are liable to the trustee, but he can recover from the exchange any amount not distributed in its hands a part of the bankrupt's estate.—Cohen v. Budd. Supreme Court of New York. 103 N. Y. Supp. 45.

#### Transmission Ropes.

There are three general methods of transmitting power. By gearing, belting or ropes, and electricity. All three may be used to advantage under favorable cir-

A half century has elapsed since rope was first used for transmitting power, but it is only a few years since it received favorable recognition of engineers. After a long period of mistakes and tribulations this system of transmission has been perfected. Numerous grain elevators are now running, in which the shafting is turned by roses is turned by ropes.

ing is turned by ropes.

There are numerous vital causes for this change. In the first place, the dis-

that there is little if any friction between them. In fact, those who have used this wire rope declare it combines the pliability and wearing surface of manila ropes with the strength of wire rope, overcoming the disadvantages of both.

#### Rubber Filling for Sheaves.

Sheaves are second in importance to the rope used for power transmission. In order to secure maximum amount of power for minimum cost by this system, two principles must be considered. Ex-perience has taught that sheaves shud be at least forty times the diameter of trans-mission rope, and the groove of the sheave shud be V shaped, so that the rope

Many a reliable gas engine has lost its reputation through the use of a cheap, unreliable ignition outfit

# PRIMARY BATTERIES

and Edison Spark Coils will remove all ignition troubles. They are dependable at all times and under all conditions and will cost you less per revolution than the cheap kind.

"Battery Sparks" is a little booklet which tells the whole story. It is sent free on request.

Edison Manufacturing Company 804 Wabash Ave., Chicago, III.



Durable Wire Rope.

tance, direction, and amount of power which may be transmitted by rope is unlimited. A rope drive is economical be-cause it consumes small amount of space and costs less to maintain than any other form of belting. It is steady running, noiseless, does not require precise align-ment of shafting and has other desirable features attractive to users.

There are various kinds of transmission There are various kinds of transmission rope. A manila rope made from the fiber of the abaca plant, procurable only in the Philippine Islands, has proved eminently satisfactory for transmission of power. Then there is the wire rope composed entirely of strands of wire wound together, that has been favorably recognized to reside the result in widely expectation. nized, and is widely used on account of its great strength. A transmission rope that comprises both the bases of ropes noted above, has lately sprung into deserving prominence.

serving prominence.

The construction of Durable Wire Rope is interesting. It is composed of steel strands, each strand being covered with hemp marline and laid up around a hemp centre. This construction gives the rope about the pliability of manila rope. It is so made, as will be noted from the illustration, that the wire is preserved from crystallization, and the serving binds the strands firmly together so

does not touch the back of the groove. The angle of the groove shud be about

Ine angle of the groove shud be about forty-five degrees.

In spite of the application of these scientific principles there is always a tendency of wire rope to slip. Hence the demand for rubber filling for sheaves. It is well known that rubber covered pulleys on long elevator legs, especially those of large capacity, overcome the tendency of the elevator belt to slip while a heavy load is carried, and increases the carry-ing capacity of the elevator. The same principle applies when rubber filling is used to counteract the tendency of wire

used to counteract the tendency of wire rope to slip in the grooves of sheaves. Rubber filling is made in different sizes and lengths, as illustrated, and is not ex-pensive. It snugly fits into sheave groove, and being made of tuf, durable stock, prevents rope from slipping by increasing its purchase power.

Sheave fillings are usually furnished in two foot lengths but any size and length may be procured from H. W. Caldwell & Son Co.

Rice millers are permitted by a ruling of the Dept. of Agri. to coat rice with I-1,000th part glucose and I-3,000th part of talc, when so stated on the label, with instructions to remove by washing.







Rubber Filling for Sheaves.

Fumigate your Elevators and Mills with



The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

loc per lb. in 50 lb. and 100 lb. drums. Send for printed matter.

EDWARD R. TAYLOR,

Manufacturing Chemist Penn Yan, N.Y.

### **JUPITER** TRANSMISSION ROPE

A marline-covered wire rope. Pliability of Manila Rope, Strength of Wire Rope. Wonderful transmitting power.

#### SPECIAL GRAIN SHOVEL ROPE

A customer says, "If your shovel rope ever wears out, we will order some more."

DURABLE WIRE ROPE CO. CHICAGO 32 So. Canal St. BOSTON 26 to 30 Atlantic Ave.

# **Prompt and Accurate Analyses of All Grain** and Feeds

Don't ship your corn until you have had it tested for per cent of moisture

The Columbus Laboratories 103 State St., Chicago

# **Grain Carriers**

The Wabash is to lay second track on its line between Chicago and Pittsburg.

With the opening of the Erie Canal at Buffalo, May 1, 50 boats cleared with 565,000 bus. of grain.

The average daily car movement as reported to the car efficiency committee of the American Railway Ass'n. is 25 miles:

The first boat from the lower lakes to arrive at the head of Lake Superior was the steamer Charles Weston at noon Apr.

A thoro investigation into under billing and false weighing by shippers has been

The Wichita Falls & Northwestern Ry. has been completed from Wichita Falls, Tex., to the Red River, 17 miles, and has been graded to Kell, Okla., 10 miles.

Navigation began at Fort William, Ont., Apr. 29, with the arrival of 7 boats, which never were more warmly welcomed at the elevators groaning under their full

The steamer Ogdensburg with corn, flour and feed from Milwaukee stranded on Point aux Barques recently and 300 tons of flour and feed was thrown over-

The Inland Waterways Commission held its first meeting Apr. 29 at Washington, and decided to make visits of inspection to the Mississippi River and the great lakes.

Part of the grain cargo of the steamer Thomas Cranage which ran aground at the mouth of the Nemadji River, Lake Superior, recently was lightered to get the boat off the bar.

The largest cargo carried by any vessel on the great lakes was taken on the steamer D. G. Kerr at Duluth, Minn., Apr. 29 for Buffalo. It consisted of 402,ooo bus. of durum wheat

The Great Northern Railroad has steel laid to Nioba on the Berthold and Crosby branch and expects to have steel laid into Crosby, N. D., in about two weeks.—B. A. Enochson, Secy. Kenmare Eltr.

The Grain Growers-Exporters Transportation Co. has been incorporated at St. Louis, Mo., to operate barges and transport freight. The capital stock is \$50,000, and the incorporators are Daniel P. Byrne, Thomas Warren and J. P. Wagner.

Distribution of cars comes within the authority of the Interstate Commerce Commission under a ruling by Commissioner E. E. Clark in a recent hearing at Columbus, O., on the distribution of cars by the Wheeling & Lake Erie and the Hocking Valley Rys.

If a carrier accepts freight from a shipper consigned to a point on another line per consigned to a point on another line which refuses to pay a reasonable per diem, and the first line gives through billing therefor, or is a party thereto, such carrier will be responsible to the shipper for any default in the transportation.—Opinion by Atty. of Amer. Ry.

The Interstate Commerce Commission was recently upheld by the circuit court of appeals at Chicago in its decision that the reconsignment charge on hay at East St. Louis was unlawful to the extent of Ic per 100 lbs. Complaint had been filed with the Commission by the St. Louis Hay & Grain Co. against the charge of 2c exacted by the Southern Ry.

"When shippers order a car of speci-"When shippers order a car of specified size and you are unable to furnish same, and you do furnish a car of larger size, you should call the shipper's attention to the fact that in using the car furnished, he will be obliged to pay the higher minimum as covered by the classification," is the instruction to agents issued by the Big Four recently in Circular No. B 69, filed as I. C. C. No. 3643 with the Interstate Commerce Commission. What is to prevent the railroad company from persistently disregarding the shipper's specifications of capacity and making extra charge for its own failure to provide equipment? failure to provide equipment?

The traffic bureau of the Illinois Manufacturers' Ass'n on May 4 adopted a resolution urging the Ass'n to take up with the Interstate Commerce Commission the question of issuance of tariffs, with a view to obtaining a modification of their view to obtaining a modification of their rulings, so that any road issuing a tariff and filing same with the commission shall be held fully responsible for the protection of rates contained therein. The bureau also adopted a resolution calling for an amendment to the interstate commerce law providing that agents and officials of railroads shall quote rates for prompt shipment in writing, on application, and be responsible therefor, and shall also be required to issue Bs/L showing, on demand, rates to destination, these rates to be binding on the initial carrier, which may be severely penalized for error in quoting rates, in order to prevent any road from intentionally quoting an incorrect rate.

The Northwestern Lumbermen's Ass'n, which is opposed to reciprocal demurrage and other forcible measures, has joined the railroads in organizing a special car service department whereby it is hoped service department whereby it is hoped that the railroads can be induced to give better car supply. Both the railroads and the lumbermen have cordially taken up the plan, which was suggested by the Ass'ns sec'y., W. G. Hollis, and went into operation May I. If by thus working exclusively for their own interests the lumbermen expect to obtain for themselves a larger share of the car supply than is furnished to all shippers they will be disappointed. The roads cannot discriminate against the coal dealers, the discriminate against the coal dealers, the grain dealers and the merchants and manufacturers. A thoro trial will demonstrate that the special car service department is far less effective in procuring cars that a rigidly enforced reciprocal demurrage law.

cal demurrage law.

The U. S. Circuit Court of Appeals at St. Paul on Apr. 29 affirmed the conviction of the packers on the charge of accepting a rate 12c less than the published rate. The fines of \$15.000 each on the Armour Packing Co., Swift & Co., Nelson Morris & Co. and the Cudahy Packing Co., stand. Shippers must watch rates closely, as neglect by a railroad to inform its natrons of a raise in rates rates closely, as neglect by a railroad to inform its patrons of a raise in rates may make the shipper liable if freight is carried at an old rate. The court decided: A contract between a carrier and a shipper to transport the latter's goods in interstate or foreign commerce at the then established rate for a definite time is ineffective after a higher rate has been filed and published as required by law. Such a contract constitutes no defense to a charge of giving or receiving a rebate or concession from the filed and published rate. The only criminal intent requisite to a conviction of an offense created by statute which is not malum in se is the purpose to do the act in violation of the statute. No moral turpitude or wicked intent is essential to a convic-

#### Changes in Grain Rates.

The Traffic Bulletin in its issue of Apr. 27 announced the filing of 88 grain tariffs with the Interstate Commerce Commis-

The St. L. & S. F. put in a rate of IIc on damaged corn, Memphis to Chicago,

and points taking same route.

The N. O. and N. E. put in a rate of \$1.07 on rice, carloads, from New Orleans to Anaconda and Helena, Mont., and \$1.03 to Lewiston, Idaho, and Spokane,

Wash.

The Omaha road put in a milling in transit rate of 171/2c, Omaha to Chicago, on wheat to be milled at intermediate stations. The Mobile & Ohio put in rates covering milling in transit and reshipment of the part of t

of grain and hay from Cairo, Ill., to Southeast and Mississippi Valley points. The C., B. & Q. put in a rate of 400 out corn from all points on its line in Kansas and Nebraska to Utah and com-

Transas and Nebraska to Utah and common points.

The C., C., C. & St. L. made changes in its rates between Columbus and Cincinnati; St. Louis and Brazil, Ind.; Findlay, Wellington, O., and Toledo; Franklin, Rushville, Shelbyville, Ind., to Chicago; Paris, Vermillion, Ill., to Terre Haute; Lafayette, Ind., to Cincinnati and

Haute; Latayette, Ind., to Cincinnati and Louisville.

The Ill. Cent. put in a rate on wheat, carloads, from Council Bluffs and Omaha, originating west of the river, to Peoria and Springfield, of 9.25c, and on corn, rye, oats and barley, 8.25c, effective May

In its issue of May 4 the Traffic Bulletin announced the filing of 111 grain tariffs with the Interstate Commerce Commission; two schedules being for special rates on damaged and no grade corn of 5c per 100 lbs. to Terre Haute, from Chicago over the P. C. C. & St. L. and from Peoria over the Vandalia, both

effective May 27.

The L. S. & M. S. put in milling in transit rules at Chicago district stopover

points. The Kanawha Despatch put in a reduced rate of 14½c domestic and 11½c export on grain from Chicago and Peoria to groups 1 and 2 domestic and group 3 export, effective June 1.

The M., K. & T. put in rates to New Orleans of 25¼ on wheat and 23½c on corn from Kansas City, Mo., and Koch, Bangor, Beagle and other Kansas stations

The Toledo & W. put in a rate of 9½con grain from its stations in Ohio and Michigan to Buffalo.

The Omaha road put in general milling in transit rates between Minneapolis, Duluth, Washburn, Wis., to Sheboygan, Green Bay, Kewaunee, Milwaukee, Chicago and Peoria.

A special rate on corn, when for distilling, was put in by the C. & O. from Cincinnati to Preston, Ewington and Mt.

Cinemnati to Preston, Ewington and Mr. Sterling, Ky.

Flaxseed rates were put in by the C..

I. & S., effective July 1 from Chicago,
Calumet Park and Kankakee to Allegheny, Buffalo, 12c; Cleveland, 9½c;
Dayton, 6c; South Bend, 4½c, and Tole-

Drouth is reported to have damaged the Argentine corn crop 50 per cent,

#### Iowa's Anti-Bucket Shop Law.

The Weeks bill, defining a bucket-shop, and making it a crime to maintain a bucket-shop, is now a law, and it is expected to rid the Hawkeye State of the sharpers. The new law provides:

That a 'sucket shop, within the meaning of this act, is defined to be an office, store or other place wherein the proprietor or keeper thereof, or other person or agent, either in his or its own behalf, or as the agent or correspondent of any other person or correspondent of any other person or correspondent of any other person or other person or other person or other person or agent, or person association or co-partnership within or without the state, conducts the business of making, or offering to make contracts, agreements, trades or sale, or purchase and sale, of any stocks, grain, provisions or other commodity, or personal property, wherein both parties thereto, or said proprietor or keeper, contemplate or intend that such contracts, agreements, trades, or transactions, shall be, or may be closed, adjusted or settled according to, or upon the basis of, the public market quotations of prices made on any board of trade or exchange; or wherein trades or transactions are dealt in, and without a bona-fide transaction on such board of trade or exchange; or wherein both parties, or such keeper or proprietor shall contemplate or intend that such contracts, agreements, trades or transactions shall be, or may be, deemed closed or transactions of prices made on such board of trade, or exchange, for the articles or securities named in such contracts, agreements, trades or transactions of prices made on such board of trade, or exchange, for the articles or securities named in such contracts, agreements, trades or transactions of prices made on such board or frade, or exchange, for the articles or securities named in such contracts, agreements, trades or transactions for the purchase the public market quiration of prices made on such board or frace, store, or other place where the reof, either in his or its own behalf, or as an agent, as aforesaid, therein makes or offers to make, with others, contracts, trades or transactions for the purchase of the public with the said crime shall be complete against arey proprietor,

after the first conviction shall be deemed a second offense.

Sec. 3. Any corporation, association, copartnership, person or persons or agents who shall communicate, receive, exhibit, or display in any manner any statements of quotations of the prices of any property mentioned in section one (1) hereof, with a view to any transactions in this act prohibited, shall be deemed an accessory, and punished the same as the principal, and as provided in section two (2) of every commission merchat, person or persons, or agent or beker in this state engaged in the punished of the same as the principal, association, corporation, person or persons, or agent or beker in this state engaged in the punishes of buying or selling, or of or principal social selling, social selling stocks, grain, property for any person, principal, customer or purchaser, to funish upon demand to any customer or principal for whom such commission merchant, broker, co-partnership, corporation, association, person or persons, or agent has executed any order for the actual purchase or sale of the commodities hereinbefore mentioned, either for immediate or future delivery, a written statement containing the names of the pacties from whom such property was bought, or to whom it shall have been sold, as the case may be, the time when, the place where, and the price at which, the same was either bought or sold; and in case such commission merchant, broker, person or persons, or agent, co-partnership, corporation or association shall refuse promptly to furnish such statement upon reasonable demand, the fact of such refusal shall be prima facie evidence that such property was not sold or bought in violation hereof.

Sec. 5. Nothing herein shall be so construed as to change, modify or repeal present and existing laws relating to the subject matter hereof.

#### Steel Tanks for Elevator Boots.

Steel utilization has revolutionized Steel utilization has revolutionized modern building, and the manufacture of machinery within the last decade. More and more, steel is supplanting wooden material. In elevator building and equipping this is especially noticeable. The reasons are obvious. Steel is fireproof, waterproof, moisture proof, wears longer and therefore at length costs less. Flace. and therefore at length costs less. Elevator men who recognize the advantages of keeping water out of their boots, in-

of keeping water out of their boots, invariably provide waterproof tanks for them and continued rains do not interfere with the operation of elevator.

Steel tanks have been used for elevator boots very successfully, for above reasons noted, and we show an illustration of a modern standard water-tight steel boot tank. They may be purchased any size, shape or gauge of metal, at prices ranging from \$10 to \$300.

These tanks are made by Weller Mfg. Co.

New York state has 73,798 miles of public road, of which 707 miles have been surfaced with stone under the state aid

The German government has directed Privy Councilor Hemptenmacher to proceed to America to study the grain and stock exchanges of Chicago and New York with a view to reforms in the boerse law. The government feels that its attempts to regulate and restrict exchange trading have been unwise and injurious.



Steel Tanks for Elevator Boots.



FRONT WEN OFFE ENVELOPES for MAILING **GRAIN** and MALT QUALITY and PRICE RIGHT

J. L. THOMPSON

107 Dearborn Street C 79 CHICAGO Tel. C 79



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The Appleton Car-Mover Co.

Appleton, Wis., U. S. A.

Is decidedly the best and most powerful CarMover on the market, and supersedes all others
wherever introduced. Try an "ATLAS." It
will pay for itself in a few hours' use.

DEAR BROTHER GRAIN DEALER:

You are doubtless like a great many others who are losing considerable money by reason of leakage of grain in transit. You can curb this loss by using KENNEDY'S CAR-LINER which costs you only \$1.30 per car and saves you many times its cost. More information cheerfully furnished if desired.

Yours truly, FRED W. KENNEDY, Shelbyville, Ind.

### When in Trouble

Or when you need an investigation or settlement made, write me or call up Long Distance Phone Harrison 5022.

Misunderstandings arise wherein EX-PERT ADVICE and ADJUSTMENT is invaluable.

I am equipped to serve you promptly and intelligently.

The Chicago Daily News, March 22, 1906. said:

"Mr. Hill has had a long experience in ad-justing complicated cases for the Board of Trade, and this, together with his comprehen-sive knowledge of the rules, customs and work-ing principles of the various leading trading organizations, qualifies him to render expert advice and supply information of great value."

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Consulting and Auditing Expert Grain, Stocks, Cotton, Investments

#### The Belting Problem.

The price of leather has increased 100% during the last four years. Belting butts formerly worth 28c per pound now cost 56 to 60c. Mechanical rubber is worth 30 to 40% more than four years ago. The automobile has made the demand greater, and price higher. Cotton duck that might have been purchased a few months ago for 17c a pound is now worth 32c. Therefore it is noted that



the base of all manufactured belting has increased in price, as well as the cost of labor. While belting itself is also higher than one or more years ago, it is fair to state that it has not increased in price at the same ratio as the material of which it is made.

Leather, rubber and cotton duck belting is used in elevators but the cotton duck has only lately been seriously considered a competitor of leather and rubber. While cotton duck is the basis of all rubber belting it is only within late years that cotton belting alone has been introduced wherever belting is used. introduced wherever belting is used. The first trial of the belting was unsatisfactory, and left a bad impression with dealers who used it, because the manufacturers had failed to eliminate the stretch in the belting, and those who purchased it found that it took much time to take up the stretch continually. Experi-



taught the manufacturer better Cotton belting manufacturers now claim that their belting will stretch less and wear 10% longer than any rubber belting made. In fact, this is what the Atlas Belting Company positively asserts.

Belting Company positively asserts.

The first cotton belting made stretched, and being soaked in linseed oil would oxidize, getting as hard as a board, and after being run for a considerable length of time would wear into shreds as shown in the illustration. This was on account of the way it was made. For instance, if the manufacturer wanted to make a piece of belting four inches wide be would take a piece of cotton due to the control of the control due to the control of the contr hake a piece of beining four inches winde he would take a piece of cotton duck 16 inches wide and fold it four times, stitch it, soak and stretch it, and then it was supposed to be ready for use. It is ap-parent as the belt became worn it would become shredded.

Modern cotton belting is made from multiple woven cotton strands that have been especially treated to give them ten-

sile strength. Two pieces of multiple woven belting are cemented together with a powerful adhesive compound which forms a film in the center, giving flexibility and life to the belt, that was lacking under the original process of manufacture. The two pieces of cotton belting are cemented together while under a severe tension, then stitched and filled with oil. Thus modern cotton belting can not be shredded, for the two belting pieces become as firm as if they were one piece. In fact, the belting might be made from one piece were it not for the fact that the cement prevents expansion a powerful adhesive compound which fact that the cement prevents expansion or contraction of the belting, after it has

It is well in this connection to warn the dealer about the folly of running his belts tight. More power is transmitted when the belt is loose than when tight, because a loose belt possesses superior pulley contact—that is, it touches more of the face of the pulley. When a belt cracks while running it is too tight. Loosen the belt and it will do better work with less power.

#### Terms of Card Bid Accepted Must Govern.

Terms of Card Bid Accepted Must
Govern.

The C. B. Gaunt Gr. Co., Wichita, Kan.

In the above entitled cause it has been shown that the plaintiff sent out a line of card bids and each of these cards specified that the bid was subject to Wichita weights and grades, and that shipments of lower grades would apply at certain discounts.

Defendant accepted one of these card bids for 5.000 bu. of wheat. Confirmations were exchanged, the grain was shipped, of-ricially inspected and one car graded No. 4 testing 58½ lbs. It was unloaded and in making returns the plaintiff deducted 4 cents per bu. as card bid provided, on the car that graded No. 4.

To this grade and application defendant objected and refused to pay the overdraft which resulted alleging 1st, that the district of the same of the card and the shipper what his shipment graded and to get shippers consent to its application before unloading the same.

Hule 3 of our National Trade Rules plainly reads: "The acceptance of a card bid shall carry with it a full acceptance of the written and printed conditions contained therein."

Rule 12 further reads: "The word 'term' shall mean that the weight and grade of any shipment shall be determined in the market agreed upon at time of sale."

This Committee able to find nothing in any portion of the Trade Rules that would indicate any necessity for the buyer to notify the seller of any shipment shall be determined in the market agreed upon at time of sale."

This Committee able to find nothing in any portion of the Trade Rules that would indicate any necessity for the buyer to notify the seller of any shipment shall be determined in the market alreed discounts or 'market difference,' but on the contarry finds that such is not necessary because as stated in Rule 3, "acceptance of a card bid shall carry with it a full acceptance of the written and the customs which govern in many of the larger markets, and from the supplied either at a fixed discount or the market difference, must certainly be considered one of the essentia

in the sum of \$14.40, the amount asked, and assess the cost of this action, amounting to \$5.00 against the defendant.
Witness our hands this 12th day of April, 1907.

I. A. Pribble, C. A. Smith, A. H. Bennett, K. G. D. A. Arbitration Committee.

#### Destination Grades and Market Differentials Must Govern.

The Coats Grain Co., Wichita, Kan., vs. Kelly Bros., Corwin, Kan.

In the above entitled cause it has been shown that while defendant was in plain-inf's office the said plaintiff purchased from defendant 5,000 bus. of corn to be loaded at Ifezelton, Kans., and shipped to Colorado via the A. T. & S. F. Ry., during the month of November; that a written contract of this purchase and sale was made and signed by both parties; that the defendant defaulted and failed to ship agrain within the time specified; that the plaintiff extended the time and warned defendant that loss would result unless shipment would be made within the extended time; that defendant again defaulted and plaintiff found it necessary to go into the market and try to buy for defendant's account a sufficient quantity of grain to fill said contract; that plaintiff access that the said contract; that plaintiff access that a sufficient quantity of grain to fill said contract; that plaintiff access provided in said contract; that plaintiff access the said to the market and try to buy for defendant's account a sufficient quantity of grain to fill said contract; that plaintiff access provided in said contract; that plaintiff access provided in the said contract; that plaintiff access provided in the said contract; that plaintiff access provided in canceling the remainder at three cents per bu. toss and being unable to obtain the balance at equal advantage, succeeded in canceling the remainder at three cents per bu; that this extra effort in the interest of the defendant cost plaintiff amounted to \$150.

This loss defendant refused to pay, alleging that the condition of the weather and shortage of cars prevented shipment, and that the weights and grades of a shipment shall be determined in the market agreed upon at time of sale. The confirmation in this scantention.

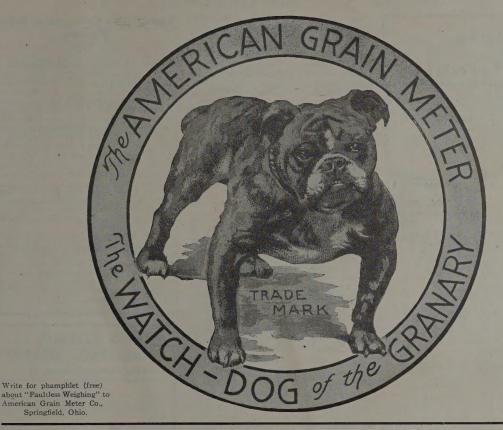
Rule 12 of our National Trade Rules reads: "The word terms shall mean that the weights and grades of a shipment shall be discontention.

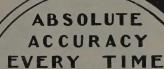
Rule 12 of our National Trade Rules reads: "The word t

I. A. Pribble, C. A. Smith, Arbitration Committee, K. G. D. A.

The quitting of bucket-shops in several states is said to be turning considerable future trading into legitimate exchanges.

The rice crop of British India as es-The rice crop of British India as estimated by the native government is 368,-334,000 cwt. (of II2 pounds each) for 1906-7. The estimate excludes Lower Burma, which has a rice area of 9.7 per cent of the total, and shows a decrease of 1.8 per cent from the previous year.







# WHICH WEIGH/

If you are satisfied with a machine that is slow in its working and uncertain in its results; that is entirely dependant on the operator; that is wanting in any device by which a record of the weighings is retained; then this won't interest you.

# GUESS WORK AND INACCURACT



# The Richardson Automatic Elevator Scale

Is an absolutely reliable machine that weighs automatically and every scale is fitted with a Patent Self Register which keeps a perfect record of all the material passed over the machine. It is capable of operating at great speed and the margin of error in its weights is reduced to a minimum. It does away with the labor of at least one man and it will never make mistakes which is more than can be said of any human operator. The scale is no experiment, but is spoken of with enthusiasm by our patrons all over the country. There are more than 2,000 of these machines in use and some of them have been running for over 13 years.

Don't hesitate any longer. You know perfectly well that THE BEST IS WHAT YOU WANT.

### RICHARDSON SCALE COMPANY

§1011 Rector Bldg., Chicago

Annex Park Row Bldg., New York

415 3rd St. S. Minneapolis

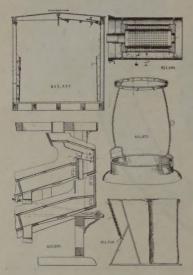


# **Patents** Granted

Explosive-Engine. No. 851,779. Charles Schultz, Chicago, Ill.

Eye-Guard, No. 850,997. Harvey S. Cover, South Bend, Ind.

Gas-Engine. No. 851,176. Lippincott, Little Rock, Ark. John W.



Carbureter for Explosive-Engine. No. 851,285. Lowell C. Freeman, Kalamazoo,

Internal-Combustion Rotary Engine. Io. 851,962. Louis P. Prossen, New No. 851,962. York, N. Y.

Explosive Power-Generator. No. 850,-22. Hutchinson Bevier and Jules J. Dur-992. Hutchinson Be age, Duluth, Minn.

Explosive-Engine Cylinder. No. 851,-977. Jesse W. Bigsby and Fred W. Barhoff, Hartford, Conn.

Governing Means for Internal-Combustion Engines. No. 852,272. Rudolf Henning, Zweibrucken, Germany.

Carbureter. No. 851,759. Anton Kun-kel, Arbon, Switzerland, assignor to The Firm of Adolph Sawrer, Arbon, Switzer-

Rotary Explosive-Engine. No. 851,675. Richard E. Krause, Brooklyn, N. Y., assignor of one-half to Ernest J. Kaltenbach, Brooklyn, N. Y.

Valve Mechanism for Internal-Combustion Engines. No. 851,998. Clark Sintz, Philadelphia, Pa., assignor to Pennsylvania Iron Works Co., Philadelphia.

Bag-Holder. No. 851,873 (see cut). Mariette E. Eagleton, Three Rivers, Mich. The material of the bag is engaged by spurs on a suspending ring upheld by arms having laterally separated hooked ends to embrace the edge of a vessel.

Grain-Door. No. 852,331 (see cut). George W. Kellogg, Grand Forks, N. D. Upper and lower sections of the door are hinged together and made of sheet metal and channel bars, the latter carrying antifriction rollers at their ends. Metal guides at each side of the door have a web and two flanges converging toward the bottom

so that when the door is closed the rollers firmly engage the outer flange and force the sheet metal surface of the door against the inner surface of the inner flange, preventing escape of the contents.

Sack-Holder. No. 851,749 (see cut). Henry F. Henke, Waconia, Minn. A standard inclines upwardly and has a lever hinged at top, one end of the lever sup porting the sack, the other end being held down by a spring. Two rings secured to the lever clamp the sack.

Muffler for Explosive-Engines. No. 851,490 (see cut). William M. Brisben, Hackensack, N. J. Two concentric perforated cylinders are inclosed in a bell-mouthed hood, the ends of the cylinders being closed and the inner cylinder communicating at one end with the exhaust pipe of the engine.

Distributer for Grain-Separators. No. 852,050 (see cut). Malcolm L. Barbeau, Silver Creek, N. Y., assignor to the S. Howes Co. Two shaking shoes are arranged one above the other, each having a separating screen. On the upper shoe is a separating screen. On the upper shoe is a box having a plurality of long discharge spouts leading laterally from a side wall of the box to the screen of the upper shoe, and a plurality of short discharge spouts alternating with the long spouts and leading laterally and downwardly from the side wall of the box to the lower these. On the upper shoe is an ungirly shoe. On the upper shoe is an upright partition between the outlets of the long spouts and the outlets of the short spouts.

Durum wheat is in such plentiful supply that many millers have been making tests with a view to substituting it for fife wheat at the attractive discount. Those millers who have no knowledge of grinding the new grain nor suitable machinery for its reduction have suffered loss and are loud in their denunciation of the tough stuff. The few millers who are milling macaroni wheat at a profit are saying nothing to bull the market on their raw material.

The facts seem to be that much of the American corn crop is harvested late in autumn, when the weather is cold and wet, and that it is insufficiently dried when shelled and assembled in cargoes for export. It is specifically charged that cargoes of corn coming from Norfolk and Newport News, and covered by formal inspection certificates, have been found to contain as high as on per cent of water. contain as high as 20 per cent of water, whereas the maximum limit of safety is 16 per cent. The feeling on this subject in western Europe has now reached a point which renders necessary a more rigid standard of inspection to protect the important export trade in American corn from being seriously compromised.—Con-sul General Frank H. Mason, Paris,

Economy of cars was urged upon ship-Economy of cars was urged upon shippers by the delegates and directors of the Millers National Federation at their recent Chicago meeting in a resolution that "As far as possible cars should be loaded to marked capacity and attempt should be made to educate buyers to purchase larger cars in view of the fact that no longer do cars contain 24,000 to 30,000 lbs. but often 6000 7000 8000 and longer do cars contain 24,000 to 30,000 lbs., but often 60,000, 70,000, 80,000 and 100,000 capacity without any material increase in the minimum loading permitted." But why should the buyer order twice the quantity of flour he needs or can handle at one time to accommodate the railroad company? It is not the province of the carrier to dictate to the shipper, but to supply cars of such size as the shipper and buyer require.

#### Tests Corn's Germination Before Planting.

Mr. C. Bosley Littig, a scientific farmer, of Van Bibber, Harford county, has received from the U. S. Department of Agriculture a report of the result of the test of the relative strength of seed corn

test of the relative strength of seed corn furnished by him to the department.

Mr. Littig sent 1800 grains of corn, 6 grains being taken from each of 300 ears. Out of the 300 ears 87 ears, 6 grains each, showed 6 strong sprouts; 55 ears, 5 strong and 1 weak sprout; 12 ears, 5 strong sprouts and 1 failure; 40 ears, 4 strong and 2 weak sprouts; 10 ears, 4 strong, 1 weak and 1 failure; 5 ears, 4 strong and 2 weak; 21 ears, 3 strong and strong and 2 weak; 21 ears, 3 strong and

strong and 2 weak; 21 ears, 3 strong and 3 weak sprouts.

Corn taken from the field and hung up to dry showed much higher germinating power than that taken from the crib.—Baltimore Sun.

If all farmers would exercise this precaution less corn would rot in the ground and the average wild need to the second wild be a second wild be

and the average yield per acre would be greatly increased. It is a very simple matter to conduct germination tests at home and the grain buyers who instruct farmers in making the tests will win their long gratitude.

### MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL. Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WARE-HOUSES and CONTENTS on the Mutual Plan.

Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

NO conflagration hazard.

Gross Assets, - - \$4,341,881.00 Net Cash Surplus, -759,569.00

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Write for our folder on the cause Write for our folder on the cause and prevention of elevator fires. As many copies as you wish will be furnished free. Put one in the hands of the manager of each of your elevators. It will cost you nothing, and may be the means of keeping your plant in commission during the busy grain season. It is published by an enterprise composed exclusively of

### Grain Dealers

and devoted to the elimination of everything which adds to the

#### Cost of Insurance on Grain Elevators, Grain Warehouses and Grain

Statement of losses paid and money saved, with full explanation of plan and methods, upon request.

Elevator Underwriters U. S. EPPERSON, Attorney and Manager

R. A. LONG BUILDING

Kansas City,

Missouri

# Fire Insurance Companies

Established 1889

Indiana Millers Mutual Fire **Insurance Company** OF INDIANAPOLIS, IND.

### MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

Elevator and Grain Insurance

THE OLD RELIABLE

Michigan Millers' Mutual Fire Insurance Co.

OF LANSING, MICH.

\$1,898,142,34 Losses Paid - -1,766,407.89 Net Cash Assets -367,263.93 MILLERS MUTUAL FIRE INSUR-ANCE ASSOCIATION OF ILLINOIS

ALTON, ILLINOIS.

Wrote \$5,348,463.75 Insurance last year. Paid \$110,724.14 in losses last year. Added \$24,230.30 to surplus last year. Assessed only 45% of basis rates last year.

If you want the best of Insurance at the lowest cost, write to us.

Insurance In force, - \$10,158,139.43 Face value of notes, - - 1,451,877.89
Cash Assets, - - 300,148.96

#### Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning........85,450,4

Total Amount Assets Available
for the payment of losses.....Mi,478.39
Fire and Lightning Cost for Current Year
Only 80 percent of the rate.
Tornado Cost for Past Five Years Only 50
per cent of the rate.

F. D. BABCOCK, Secy.

ORGANIZED 1883

# The Western Millers **Mutual Fire Insurance Company**

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary SAPE INDEMNITY

Flour Mills, Elevators, Warehouses and contents.

## MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

Insures Flour Mills, Elevators and Warehouses at actual cost. Net Cash Assets \$218,020.94. Losses Paid \$1,179,097.88. Saved to Policy Holders \$1,622,157.48.

J. G. SHARP, Secretary. Organized 1875.



# Reliable Insurance

is a business necessity. It is the best as well as the cheapest in the end; therefore the best insurance for grain elevators is in a company devoted exclusively to Grain Dealers. That company is the



The company is composed of Grain Dealers, controlled by Grain Dealers for the benefit of Grain Dealers. The result for an elevator, supervised through self-in-

spection, produces a lower insurance cost than elevators have paid in years past.

Neither is the present cost the lowest cost to be made on exclusive elevator insurance as shown by the past and present history of this Company. It is working under the strict mutual principle of selecting the best business on which the policy holders can reduce the insurance cost by the care given the property. If you are to build new or remodel, write us for a copy of Rate Specifications.

Address

C. A. McCOTTER. Secretary

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Highest Quality Long Fibre Manila Transmission Rope



Safest

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Years the Standard of all Transmission Rope.

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TRADE MARK

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Our Ajax Rope is made from the finest selected "Cebue" Manila Hemp, which has had all the knots, tow and other weak parts combed out of it before it is spun into yarn.

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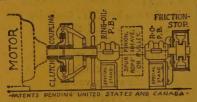
# YOU'LL BE ARRESTED

FOR MAINTAINING A NUISANCE UNLESS YOU

#### ARREST

THE DUST AT YOUR ELEVATOR. MY COLLECTOR IS AT YOUR SERVICE. WRITE FOR PARTICULARS.

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Evans Patent Motor Attachment For Elevator Leg Drives

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be attached to any standard motor and used withGear,Rope or Belt Drive It will prevent the leg from backing and choking when enables the motortostart with a full load in the leg.

**Prevents Delays** and Accidents

# Grain Elevator Machinery

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WE CATER SPECIALLY TO THE TRADE. TRY US.

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